Jim Crow Car Laws - 1926

D.C.

LOSES SUIT FOR DAMAGES AGAINST R. R.

D. C. Judge Sees No Discrimination

Washington, D. C., Oct. 22. —Charles H. Flagg lost his suit against the Washington, Baltimore & Annapolis Electric Railroad company and J. G. Faircloth for $10,000 damages because he was not permitted to ride on the "Bowie Special" from Washington to Prince George race track, Bowie, Md., April 4, 1925, on account of his color.

A jury in circuit court No. 1 late Wednesday afternoon returned a verdict for the defendants.

The suits brought by Charles H. Flagg and J. T. Settle, which were also being tried at the same time, were withdrawn when the defense closed. Attorneys Charles H. Houston and J. T. Settle, who represent the plaintiffs in these cases, state that these two suits will be brought again. They consider them stronger than the Flagg case.

The testimony of Mr. Flagg, Mr. Clark and Mr. Settle showed that reservations were made over the telephone for space on the "Bowie Special." Mr. Settle on April 4, 1925, purchased the tickets. When the three men attempted to board the train they were not permitted to do so. Mr. Faircloth threatened to call a policeman. A refund of their money was offered them, but they declined to accept it.

Defense witnesses testified that the "Bowie Special" was a chartered train run by Mr. Faircloth for members of a club and that a mistake was made in the selling of the tickets.

Chief Justice McCoy instructed the jury that in order fo M. Flagg to recover, the burden of proof was upon the plaintiff to show that no mistake had been made, a contract had been entered into and Mr. Flagg, having such a contract, was not permitted to board the train because he was not white.

Jim Crow Car Laws - 1926

BOSTON DAILY ASKS "WHY" OF JIM CROW RULE

The Boston Globe, a daily paper of that city, in an editorial of Saturday, Jan. 23, wants to know by what right representatives of our papers are excluded from the press galleries and biweekly White House conferences. The editorial tells of a newspaper man who upon some pretext was refused a seat in the gallery and demands of the government an explanation. Because of its unusual attitude of fairness and the sentiments expressed, the article is being reprinted below. It follows:

"JIM CROWISM"

A rather astonishing piece of news has come belatedly from Washington to the effect that a Negro newspaperman representing a paper circulated among his Colored brethren and citizens, recently attempted to attend one of the biweekly press conferences at the White House only to find himself excluded therefrom by officials.

It appears that there are no Negro correspondents present at these weekly conferences and this little episode points to the reason why. The excuse given for ruling the Negro reporter from the question hour with "the White House Spokesman" (that is, with President Coolidge) was that he did not represent a paper of sufficient importance. The decision, it appears, was taken by the officials of the press organization at the capital of the country.

Delving somewhat deeper into the subject, another equally amazing situation is revealed. It is this: according to the dispatches no Negro representative of a Negro paper is permitted to occupy a position in the press galleries of our congress. The excuse given for this is that only accredited correspondents are there seated. By the simple device of excluding the Negro reporters from the congressional press galleries way is cleared to rule them from the press conferences at the White House.

This is indeed a peculiar situation. There are in this country several able publications edited by and for the American Negro. By what right are the representatives of such organs denied the privileges which representatives of other papers enjoy? Upon what theory, by virtue of what rule, and under what law? Does the president of the United States know of this proceeding, which denies press representatives of Negro papers the privilege of being present at the capitol? Washington, to be sure, is a good way South. But it is not the capital city, nor is the White House the capitol, of race animosities, however skillfully masked. Both are the centers of a national government. Let them be made so.

With a view to determining just how far this scheme of barring reporters from the press galleries and biweekly conferences was being carried, The Chicago Defender wired the following query to the White House:

Does the rule excluding Colored newspaper reporters from press galleries and conferences apply to al. Colored papers, including The Chicago Defender?

Immediately the reply came: "Telegram received. There is no rule excluding Colored newspaper reporters from press conferences at the White House.—Everett Sanders, Secretary to the President."

Further steps are now being taken to see just how this form of exclusion is being worked in Washington.

Washington High School Girls Forcibly Ejected From Seats In Street Car

Atlanta, Ga., Courier

WASHINGTON, D. C., April 8.—Employees of the Washington-Virginia Railway Co., in charge of a car that was part of a train leaving Alexandria at 7:50 a. m. Wednesday morning, ejected a group of Colored school girls from the car when they declined to vacate a section of seats they were occupying in order that a number of white boys might be seated. The girls were forcibly put off at Arlington junction by the conductor assisted by the motorman, who came into the car, controller in hand.

According to the girls, the Misses Myra Addison, Corrine Brown, Margaret Chisley, Ernestine Jones; and several other girls who witnessed the whole action, there were no mature persons present to accord protection, nor was there any reason for disturbing the girls who occupied a section of the car all to themselves. The girls were students of either Armstrong or Dunbar High Schools.

Neval Thomas, local secretary of the N. A. A. C. P., has been advised of the incident, and the girls have, it is reported, taken legal steps to obtain redress for the injuries inflicted by the rough handling, and the insult endured.

MAY 15 1926

JIM CROW CASE WON BY ROAD

By Universal Service.

WASHINGTON, May 15.—Dismissing a test case designed to force railroads to give negroes "equal accommodations" with whites, the Interstate Commerce Commission Friday urged improvements in travel facilities for negroes.

The commission found that failure to provide equal train and station accommodations on Southern roads, and refusal of Pullman berths, as charged by E. Crosby, a negro salesman, were "not shown with sufficient definiteness to warrant the entry of an order." His claim for $70,000 damages was denied for lack of jurisdiction.

"While the evidence in this case is not sufficient to wararnt us in marking definite findings of undue prejudice to complainant in particular, and to the negro race in general, nevertheless it strongly points to unsatisfactory conditions in several instances," the commission said.

"Coach accommodations do not seem to be in all cases equal in appointment to those furnished the white patrons, and the indications are that some of the station facilities may not be all that should be provided in order to avoid the charge of undue prejudice."

Another case is pending before the commission, in which J. P. Harden, Chicago doctor, charges specific refusal to sell him a berth from Atlanta to Chicago.

MAY 15, 1926

NEGRO LOSES ACTION FOR RIGHTS ON TRAIN

Lack of Jurisdiction Set Up in Case Alleging Discrimination by Railroad

WASHINGTON, May 14 (A. P.)—The Interstate Commerce Commission has dismissed for want of jurisdiction a case long fought in connection with accommodations provided for Negroes on passenger trains.

Dr. E. Crosby, a Negro, sought $120,000 damages for alleged failure of the St. Louis and San Francisco Railway and others to provide him and Negro passengers in general the same train and station privileges as afforded to white passengers.

Allegations of undue prejudice against Negroes, the commission said, were not shown with sufficient definiteness to warrant the entry of an order. It was added that the commission had no jurisdiction to award punitive or exemplary damages.

Crosby, while working as a traveling salesman, charged that between April 10, 1922, and Nov. 7, 1924, in addition to failure of the roads to give him accommodations similar to those for whites, Pullman accommodations were refused him and that in other ways he was subjected to unreasonable regulations in violation of the Interstate Commerce Act.

The railroads declared the allegations, even if true, did not constitute violations of the act.

COMMERCE COMMISSION THROWS OUT PULLMAN JIM CROW SUIT

Washington, D. C., May 21.—In a decision rendered last Friday the interstate commerce commission dismissed the complaint of Dr. E. Crosby, a physician of Detroit, Mich., charging railroads operating in the South with "undue prejudice against and of unreasonable regulations affecting persons of the Colored race in favor of persons of the white race," on the ground that the evidence was insufficient to warrant it in making definite findings of race discrimination.

The commission also found in its report that it has no jurisdiction to award punitive damages.

The commission directed attention to toilet conditions existing in certain towns in Alabama and also declared that the evidence in the case strongly points to unsatisfactory conditions in several instances.

In his complaint filed Jan. 5, 1924, Dr. Crosby, who was then a traveling salesman, charged that between April 10, 1922, and Nov. 7, 1924, certain railroads in the South had failed to furnish him, and Colored passengers in general, the same train and station accommodations and facilities as were furnished to white passengers. He also charged that on different occasions Pullman accommodations were refused him, and that in other ways he was subjected to unreasonable regulations and to unjust discrimination and undue prejudice in violation of certain sections of the interstate commerce act.

He asked for an order requiring these railroads in the South to furnish the same facilities and service for Colored persons as are accorded white persons. He also sought an injunction against the further ground that the commission is not clothed with authority to award damages of the nature amount of $120,000.

The railroads and the Pullman company filed motions to dismiss his complaint on the ground that the tained in part.

BROOKLYN N Y EAGLE
MAY 14, 1926

NEGRO LOSES SUIT ON R. R. PREJUDICES

U. S. Lacks Jurisdiction in Alleged Race Discrimination.

Washington, May 14 (AP)—The Interstate Commerce Commission has dismissed for want of jurisdiction, a case long fought in connection with the accommodations furnished to negroes aboard passenger trains.

Dr. E. Crosby, a negro, sought $120,000 damages for alleged failure of the St. Louis-San Francisco Railway and others to furnish him and negro passengers in general, the same train and station privileges as afforded to white passengers.

Allegations of undue prejudice against negroes, the commission said, were not shown with sufficient definitesness to warrant the entry of an order. It was added that the commission had no jurisdiction to award punitive or exemplary damages.

Interstate Commerce Commission Dismisses Discrimination Complaint

Negro Year Book

COMPLAINT OF DETROIT PHYSICIAN AGAINS RAILROADS OPERATING IN THE SOUTH DISMISSED ON THE GROUNDS OF INSUFFICIENT EVIDENCE.

Washington, D. C., May 20.—In a decision rendered last Friday, the Interstate Commerce Commission dismissed the complaint of Dr. E. Crosby, a physician of Detroit, Mich., charging railroads operating in the South with "undue prejudice against and of unreasonable regulations affecting persons of the colored race in favor of persons of the white race, on the ground that the evidence was insufficient to warrant it in making definite findings of race discrimination.

Independent 5-20-26

The commission also found in its report that it has no jurisdiction to award punitive damages.

The commission directed attention to toilet conditions existing in certain towns in Alabama and also declared that the evidence in the case "strongly points to unsatisfactory conditions in several instances.

In his complaint filed January 5, 1924, Dr. Crosby, who was then a traveling salesman, charged that between April 10, 1922, and November 7, 1924, certain railroads in the South had failed to furnish him, and colored passenger in general, the same train and station accommodations and facilities as were furnished to white passengers. He also charged that on different occasions Pullman accommodations were refused him, and that in other ways he was subjected to unreasonable regulations and to unjust discrimination and undue prejudice in violation of certain sections of the Interstate Commerce Act.

He asked for an order requiring these railroads in the South to furnish the same facilities and service for colored persons as are accorded white persons. He also sought an award of damages in the total amount of $120,000.

The railroads and the Pullman Company filed motions to dismiss his complaint on the ground that the charges, even if true, did not constitute violations of the act, and on the further ground that the commission is not clothed with authority to award damages of the nature sought. These motions were sustained in part.

The full text of the conclusions reached by the commission, preceded by a discussion of the evidence, is as follows:

"Defendants denied generally that any discrimination is practiced against the colored race. On the contrary, they contended that the facilities provided are usually amply adequate and equally well appointed.

"The superintendent of the Nashville terminal testified that the approach to the colored coach as described by complainant was exceptional, if true, and that it is not the way the colored traffic is normally handled. It was specifically stated that a small restaurant with a lunch counter is provided at the Montgomery station, though it was admitted that no tables are furnished, while the restaurant for the whites includes such accommodations.

"It is not understood that complainant questions the right of carriers to segregate the colored race both at stations and on trains provided the facilities furnished are relatively equal to those accorded white patrons, and therefore this phase of the matter will not be discussed.

"In Edwards vs. N., C. & St. L. Ry. Co., 12 I. C. C. 247, we said at page 249:

"While, therefore, the reasonableness of such regulation as to interstate passenger traffic is established, it by no means follows that carriers may discriminate between white and colored passengers in the accommodations which they furnish to each. If a railroad provides certain facilities and accommodations for first-class passengers of the white race, it is commanded by the law that like accommodations shall be provided for colored passengers of the same class.

"'The principle that must govern is that carriers must serve equally well all passengers, whether white or colored, paying the same fare. Failure to do this is discrimination and subjects the passenger to undue and unreasonable prejudice and disadvantage.'

"While the evidence in this case is not sufficient to warrant us in making definite findings of undue prejudice to complainant in particular, and to the colored race in general, nevertheless, it strongly points to unsatisfactory conditions in several instances. The coach accommodations do not seem to be in all cases equal in appointment to those furnished the white patrons, and the indications are that some of the station facilities may not be all that should be provided in order to avoid the charge of undue prejudice.

"Particular attention is called to the toilet conditions which apparently exists at Huntsville, Florence and Tuscumbia, and if it is found that complainant's statements in this respect are well founded, those conditions should be promptly corrected.

"Complainant offered no proof in support of his claim for damages. While our findings herein do not require a discussion of complainant's prayers in this connection, nevertheless it should be said that before any party can recover damages under the Inter-State Commerce Act he must allege and show not merely the wrong of the carrier but that the wrong has in fact operated to his injury.

Independent 5-20-26

"As said in Penn. R. R. Co. vs. International Coal Co., 230 U. S. 184, 206:

"'This conclusion, that the right to recover is limited to the pecuniary loss suffered and proved, is demanded by the language of the statute, the construction put upon it years ago in the Parsons case, and is the view taken in the only other case we find in which this question, under the act to regulate commerce, has been construed. In Knudsen vs. Michigan Central R. R., 148 Fed. Rep. 968, 974, it was said by the Circuit Court of Appeals for the Eighth Circuit that to 'support a recovery under this section there must be a showing of some specific pecuniary injury.'

"It seems clear that our jurisdiction is limited to an award of damages capable of definite ascertainment, and not to damages of the nature complainant seems to ask.

"An appropriate order will be entered dismissing the complaint."

NEW YORK CITY JOURNAL
JUNE 23, 1926

NEGROES HAVE CAR BERTHS

By Universal Service.

WASHINGTON, June 23.—Sweeping denial that negroes are refused berths or otherwise discriminated against in railway sleeping cars was made by the Pullman Company today in its fight against a $25,000 damage claim filed with the Interstate Commerce Commision.

The claim was made by J. P. Harden, Chicago colored lawyer, who charged that he was refused a berth from Atlanta to Chicago. The company's policy is to refrain from all discrimination as to color, it was asserted, and many berths have been sold to ne[illegible]

Jim Crow Car Laws - 1926

Florida.

NEGRO WOMAN PUT OFF PULLMAN SUES $25,000

Was Jailed and Fined $500.00 For Violating The "Jim Crow" Law

Inhuman Treatment Charged

Mrs. Blanche Brookins Was Traveling In Florida Last Summer When She Was Forcibly Ejected From Pullman

New York, Dec. 23—Because she is a Negro and was riding in a Pullman car with white people, Mrs. Blanche S. Brookins was forcibly ejected from the Pullman last July 18 by officers at Palatka, Fla., imprisoned and made to pay a fine of $500 and cost amounting to $18.17 on a charge of having violated the Florida "Jim Crow" law, she charges in a complaint drawn yesterday.

Mrs. Brookins, through the National Association for the Advancement of Colored People is suing the Pullman Company and the Atlantic Coast Line Railway for damages aggregating $25,000 on four separate causes of action.

Mrs. Brookins, in her complaint, drawn by Arthur Garfield Hayes, attorney of No. 43 Exchange Place, and Clarence Darrow, who is co-operation with him in the case, charges that on July 18, at Palatka, la., she was on a Pullman sleeper, on which she had purchased through accommodations from New York to Orlando, Fla., when a conductor forced her to leave the train because of Florida's "Jim Crow" law.

This law, prohibits the use by Negroes of railway accommodations set apart for whites within the state but no other Pullman accommodation are provided for Negroes. On this train no such accommodations had been provid- Mrs. Brookins charges, and she was told to ride in the day coach.

Her Pullman was attached to the Havana Special, operated by the Atlantic Coast Line. Mrs. Brookins states, and when the train reached Jacksonville a conductor demanded that she leave the Pullman. She declined to do so, and the following day, at Palatka, officers were summoned who forcibly ejected her.

The complaint charges that Mrs. Brookins was imprisoned in the County jail at Palatka, fined $500 and costs amounting to $18.17 and told by Judge that he "was sorry he could not double her fine for violating the Jim Crow" law.

"We will charge that, since Mrs. Brookins was a passenger in interstate commerce and therefore not subject to the provisions of the Florida law," Mr. Hays stated, "the defendants violated their contract as common carriers, with Mrs. Brookins, subjecting her to insult, mortification and injury to her nervous system and general health; that their agents acted carelessly, negligently, forcibly and unlawfully, and that they caused her to be unlawfully imprisoned with great expense and personal injury.

"This is a case of inhuman treatment,' Mr. Hayes declared.

Woman Sues Pullman Company and Atlantic Coast Line for $25,000

Damages Asked for Expulsion Last July From Sleeper at Palatka, Fla. — Hays and Darrow Retained by N. A. A. C. P.

Suit for damages aggregating $25,000 against the Pullman Company and the Atlantic Coast Line Railway was started by the National Association for the Advancement of Colored People, 69 Fifth avenue, in behalf of Blanche S. Brookins, a colored woman, who was ejected on July 18, at Palatka, Florida, from a Pullman sleeper, on which she had purchased through accommodation from New York to Orlando, and by a Palatka Court was fined $500 and costs after a night in the County Jail for alleged violation of Florida's "Jim Crow" law, which prohibits use of railway accommodations set apart for whites within the State by Negroes.

Arthur Garfield Hays has been retained as attorney in the case by the association, with Clarence Darrow as associate. Damages are asked in the sum of $25,000 each, on four separate causes of action Papers in the case were served on December 21 by Hays, St. John and Buckley, 43 Exchange place

The complaint drawn by Mr Hayes recites that Mrs. Brookins on July 16 purchased a through ticket for Pullman accommodation from New York to Orlando, Fla. on a car attached to the Havana Special, operated by the Atlantic Coast Line Railroad Company.

Mrs. Brookins, the complaint continues, began her journey south on July 17, and when the train reached Jacksonville a railroad ticket collector demanded that she leave the Pullman because she was riding in a car with white persons in violation of the Jim Crow law of the State of Florida.

This Mrs. Brookins declined to do, being a passenger in interstate commerce not subject to the provisions of the Florida la . The following day, July 18, the complaint recites, Mrs. Brookins was "violently, forcibly and rudely ejected" from the Pullman car by order of and at the request of railway and Pullman employees by Florida law officers summoned for the purpose, was asked to ride in a day coach, and upon declining to do so was forcibly taken and imprisoned in the county jail at Palatka, Fla.

After being compelled tn spend the night in the Palatka jail, Mrs. Brookins was found guilty, under the Florida statutes, of riding in a car set apart for whites with no accommodation for colored people and was fined $500 and costs amounting to $18.17, which was paid under protest.

Jim Crow Car Laws - 1926

Florida.

NEGRESS SUES PULLMAN CO.

Accuses Railroad, Too — Says She Was Thrown From Train in Florida.

A suit for $25,000 against the Pullman Company and the Atlantic Coast Line has been brought by Mrs. Blanche S. Brookins, a negress, here, who alleges she was forcibly thrown off a Pullman sleeper at Palatka, Fla., last July 18, forced to spend a night in jail, and fined $500 and costs for riding in a car reserved under the Florida law for whites, according to the National Association for the Advancement of Colored People.

The association announced yesterday that it had retained Arthur Garfield Hays to assist the plaintiff in her case, and that Clarence Darrow would also be associated in it. Mrs. Brookins is said to have bought a through ticket on July 17 for Pullman accommodations from New York to Orlando, Fla. She will sue on the ground that she was a passenger in interstate commerce, not subject to the Florida law.

Her lawyers will allege breach of contract by the railroad and Pullman companies, with consequent "insult, mortification and injury," to the plaintiff.

Jim Crow Car Laws - 1926

Florida

Florida Whites Force Negro Employes From Pullman Drawing Room

Fort Pierce, Fla.—While enroute to Miami, Fla., on Train number 41, Atlantic Coast Line out of Jacksonville, a colored man and his wife from New York who occupied a drawing room near that of their white employers were met at the station by a mob of white men of this city and forcibly ejected from the train.

They were told to walk the rest of the way because "niggers" wern't allowed to ride through there—Fort Pierce—on Pullman cars.

The man and wife wern't even given time enough to gather up their personal effects. Their employer gathered up their belongings, left the train and motored back to their aid.

ARRESTED FOR RIDING IN A PULLMAN CAR

Made To Spend Night In Jail And Fined $500 By Florida Judge Is Fate Of Colored Woman.

(Special to the Journal and Guide)

Jacksonville, Fla., July 27—Mrs. Blanche Brookins was taken from a Pullman on train No. 85 of the Atlantic Coast Line at 5:15 Sunday afternoon at Palatka, Fla., incarcerated in jail all night, brought before County Judge J. C. Calhoun on Monday morning and fined $500.00 and costs with an alternative of six months imprisonment for riding in a Pullman in violation of Florida's jim-crow law. The fine and costs amounted to $518.17, and was paid.

Mrs. Brookins purchased Pullman reservations in New York for through trip to Orlando, Fla. At Jacksonville the conductor requested Mrs. Brookins to vacate for the jim-crow. This Mrs. Brookins refused to do. The conductor then wired to the authorities at Patalaka from Green Cove Springs. At the Patalaka station officers took Mrs. Brookins from the train. After assessing the fine the judge is alleged to have said: "That happens to be the maximum penalty or it would be more."

It is believed that test case will be made of the occurrence.

Colored Woman Jailed And Fined $500 For Riding In Pullman

Jacksonville, Fla.—Mrs. Blanche Brookins was taken from a Pullman on train No. 85 of the Atlantic Coast Line at Patlatka, Fla., Sunday afternoon at 5:15 [illegible] incarcerated in jail all night, brought before County Judge J. C. Calhoun on Monday morning and fined $500 and costs with an alternative of six months imprisonment for riding in a Pullman in violation of Florida's jim-crow law. The fine and costs amounted to $518.17, and was paid.

Mrs. Brookins purchased Pullman reservations in New York for through trip to Orlando, Fla. At Jacksonville the conductor requested Mrs. Brookins to vacate the Pullman for the jim-crow. This Mrs. Brookins refused to do. The conductor then wired the Patlatka authorities from Green Cove Springs. At the Palatka station officers took Mrs. Brookins from the train.

After assessing the fine the judge is alleged to have said: "That happens to be the maximum penalty or it would be more."

It is thought that a test case will be made of this occurrence.

FLOGGED FOR HAVING FIRST CLASS TICKET

Rich Friends Demand That Law Act

St. Augustine, Fla., July 16—Coy Herndon, vaudeville performer and theatrical producer known to stage fans from coast to coast, is on the danger list in the Florida East Coast hospital, suffering from multiple head wounds and gashes received when he was set upon by a white mob and beaten up on a station platform at Fort Pierce Sunday. Herndon was on his way to this city.

Coy Herndon

Members of the Race here, as well as several of the leading white citizens of St. Augustine, are up in arms and an investigation into the assault has been ordered. White theatrical associates of the popular entertainer have promised that every effort will be made to bring the attackers to justice. Mrs. Dr. R. T. Graham, one of the most influential white women of this section, was among the first to visit Herndon in the hospital here, and to express indignation at the outrage.

Widely Known

Coy Herndon is nationally known through his vaudeville specialty of hoop rolling. For several years he was a contributor to the Stage department of The Chicago Defender, writing [illegible] column called "Coy Cogitates."

According to the story gleaned from bystanders, Herndon was standing on the rear platform of the station at Fort Pierce, waiting for a train bound for this city. He had a first-class ticket. A white man approached him, and asked him if he had a ticket and where he was going. Herndon replied, and the white man retorted, "You're a liar," dealing Herndon a blow with brass knuckles that ripped a gash in the actor's forehead. Herndon toppled backward, landing in such a position that several thought his neck was broken.

Severely Beaten

As he fell, his assailant leaped upon him. A mob quickly gathered, and Herndon was knocked down seven times within two minutes. Each time his scalp was torn. Saturated with blood, his head bleeding freely, the little actor was carried inside the car and given first aid by lady passengers. At New Smyrna the train was stopped and a doctor accompanied the theatrical star here, where an ambulance met him. He was traveling under the care of the East Coast railway, and was brought to the Florida East Coast hospital.

The conductor in charge of the train, who made no effort to aid Herndon, bystanders said, was seen conversing earnestly with his assailant.

FLASHLIGHTS OF FACT AND FANCY; RAILROAD SERVICE IN THE SOUTH MUST BE IMPROVED

Chicago, Aug. 16.—It was easier for Trudie to swim the English channel than for a Negro to ride in a Pullman in "some places South."

Silent Cal and Hell and Maria Charley are making fishing popular. It is written: "I will make you fishers of men."

The National Negro Press Association is still working on a "secret code." To be used on the grapevine telegraph?

In Indiana they take their politics more seriously than they do their religion, and about on par with their Klux.

Judge Cobb wired the Bar Association, Chicago, he could not come West on account of a jury case. Are there enough folks left in Washington in Washington in August to make up a jury?

Anyway, it has been discovered that Pennsylvania and Illinois act in big figures, even for the most part, all the "brother" has done is talk in them.

Protection and Pullman Service, South

Out of the State of Florida, in recent months, there has been disquieting news. There have been several instances of yanking Negro passengers out of Pullmans, and in some instances there has been serious injury. The best white people of Florida it seems are strongly opposed to this kind of treatment. Many of them have protested.

If Florida wishes to continue to grow in public esteem, there must be general and emphatic protest against ill treatment of Negro travellers, and there must be protection, according to the opinion of many North and South. This same truth holds good in all other states South. The white people and the Colored people, who do things should make it an economic matter, if not one of simple human justice.

It is a well-known fact that many of the well-known people of the South have, in recent years, been able to bootleg Pullman service South. In fact, in comparison with the bootlegging of "moon," the bootlegging of Pullman service, in some instances, is more secretive than the Forty-third degree of the Ancient and Honorable Royal House of Jackasses.

The whispering, and snooping around, and stealing into the Pullman, and the high tension of nervous possibilities, as quiet as its kept, are enough to totally unfit a man for the business he may have at the other end of the line, if not drive him insane. Say what you will, there is not one "Dark Horse and his Rider" but what carries with him all along the journey in his sub-conscious, if not conscious mind, that there "may something happen" before he gets "across the line," coming North, or "beyond the line," going South.

"Shame on America"

Someday, some how, someone is going to rub his forefingers together and say in a loud voice: "Shame on America!" And well they might. When one goes though the South and observes the splendid and serious work of commercial and welfare development being carried on by the splendid men and women of that section, and then stops to realize the humiliation, and too often, indignities to which these fine people are subjected when they are compelled to make a tour to some other section of the South, or North, it seems to cry aloud "Shame on America!"

It is all so very foolish, and inconsistent. It is only part credit that these men and these women are able to get reservations, as one big business man emphasized, "by special arrangements." "That's the worst of it," he remarked. Continuing: "I must go to New York, Chicago, and other places, and do my work, involving thousands, and at the same time, unlike other business men who merely

call the station and make reservations for any place, I must make 'special arrangements.'"

One of the grim follies of the whole system is in the fact that trains coming North, as soon as they get to the line, are instantaneously transformed into equal accommodations, the same trains, crew, people, and all. An imaginary line makes everything right.

There are thousands of people North, who refuse to go South, just because they cannot have the assurance of first-class travel, and protection. Therefore, the railroads and the South lose their business. Arkansas is one of the worst states in this respect. Hence, there are hundreds who would spend sometime in Hot Springs during the season, but they refuse to jim crow it, when they should be given first-class service.

A movement is under foot to take a special party through the South, and Florida, in February. While there is no reason to believe there will be any difficulty whatever, it would be the part of wisdom and good judgment, if the people of both races would publicly give assurance that every courtesy will be extended to the tourists, who have as their object a better understanding and good will.

facing the toilet reserved for men. There are no provisions made for feeding these passengers who are in many instances denied the use of the dining car even after the last call and all white passengers have left the car.

"Recently a lady en route from New York to Tampa informed the train porter that she would like to have something to eat. This porter spoke to the train conductor who advised him to tell that 'Nigger' that 'Niggers' were not allowed to eat in dining cars in the State of Florida. This lady was forced to purchase sandwiches and such coffee as served by runners meeting trains at stations in the South.

"Another evil practised by both train and sleeping car conductors in the South, mostly in the State of Florida, is when colored passengers are occupying space in the sleepers sold them in Northern cities, they wire to some station along the line: 'Niggers in car number —, train number —.' The result are these passengers are forcibly removed from the train and in many cases assaulted. I cite here for your information a recent case in Palatka. A colored woman who refused to leave her space in a Pullman car was thrown in jail, forced to remain there overnight and the next morning was fined $518, the judge remarking, 'Sorry I can't fine you more.'"

MAYOR ORDERS ENFORCEMENT OF "JIM CROW" LAWS

JACKSONVILLE, FLA.—Violations of the Jim-Crow law on Jacksonville street cars have been reported to Mayor Alsop, who has instructed Police Inspector W. R. Cahoon to see that the violations are stopped.

White residents of the city have charged in their complaints that Negroes are ignoring the sections designated for white patrons, and that the practice is prevalent on many lines.

All policemen, whether on duty or off, were ordered to pay strict attention to the observance of the law. They were instructed to take the number of the street car, and of the operator allowing such alleged violations, making reports to headquarters.

A Pullman Car

From St. Louis Argus.

In assessing a fine of five hundred dollars against a colored lady for riding in a Pullman car down in Florida, the judge stated that the colored lady had violated the State law in that she was riding in a coach with white people and was not a nurse for a white child or servant to some white person.

In rendering his decision in this case, the magistrate overlooked a point at law, which some lawyer may take up and call upon the higher courts of the land to decide, and that is, whether a Pullman car is, by its very make-up, designated, when conveyed through the South, as "for white" as the law requires that such designation be made. Then too the question of "separate compartments" might be legally raised, inasmuch each berth is a separate compartment when made up. We doubt very seriously whether this particular car was labeled at any place or designated by a sign "for white." Then too, it is said, that Mrs. Blanche Brookins was the one passenger who had occupied the one berth all the way from New York. That being the case, the point might be raised in her favor, that she being the only original passenger from New York, had priority of right in the car and that the other passengers were the ones violating the law of Florida in that they were riding in a car occupied by colored. In other words, were the white people riding in the car occupied by this colored lady or was she riding in a car occupied by the whites? Surely the question of priority of occupancy would be considered by any court of equity and justice of the land.

It may be in the future, that colored people desiring to ride in a pullman car, may do well to endeavor to be the first on board, register the time, and remind the porter that they are the first on, so that all oother comers will be passengers in a car occupied by colored.

BIG JIM-CROW SUIT

FLORIDA PULLMAN CASE TO BE PUSHED BY DARROW & HAYES FOR N.A.A.C.P.—MRS. BROOKINS INTERSTATE PASSENGER, ARRESTED AND FINED $500.00—BOSTON GLOBE HEADING CALLED HER "NEGRESS"

New York, Dec. 22, 1926.—Because she is Colored and was riding in a parlor car with white people, Mrs. Blanche S. Brookins was forcibly ejected from a Pullman last July 18 by officers at Palatka, Fla., imprisoned and made to pay a fine of $500 and costs amounting to $18.17 on a charge of having violated the Florida "Jim Crow" law, she charges in a complaint drawn today.

Mrs. Brookins, through the National Association for the Advancement of Colored People, is suing the Pullman Company and the Atlantic Coast Line Railway for damages aggregating $5,000 on four separate causes of action.

Mrs. Brookins, in her complaint, drawn by attorney Arthur Garfield Hays, and Clarence Darrow, who is cooperating with them in the case, charges she was on a sleeper on which she had purchased through accommodations from New York to Orlando, Fla.

The Florida law prohibits the use by negroes of railway accommodations set apart for whites within the State, but other sleeping car accommodations are provided for negroes. On this train no such accommodations had been provided, Mrs. Brookins charges.

The complaint charges that Mrs. Brookins was told by the Palatka judge he was 'sorry he could not double her fine for violating the 'Jim Crow' law."

NEW YORK TIMES

DEC 23 1926

NEGRO RAILWAY EMPLOYEE TELLS OF JIM CROWISM

In a letter sent to the National Association for the Advancement of Colored People, a Negro railway employee who requests that his name be withheld, describes a number of the more glaring abuses practized on Jim Crow railway cars in the South of which he knows from personal experience. The informant of the N. A. A. C. P. writes:

"The coaches which are furnished are in most cases the oldest in service, badly ventilated and filthy. These cars are known as combination cars, half given to baggage, the other half divided for the purpose of smoking and day coaches for women. These smoking compartments are more or less filled with the baggage men and train conductor, which forces the passengers to stand and smoke while train employees who are supposed to be on duty occupy these seats.

"It is also a common occurrence to find that on account of the cramped condition of the day coach, women are compelled to find seats in the smoker

State Laws Close Pullman Says Florida Governor

Laws of the state of Florida forbid white and colored people from riding in the same railway cars, according to a statement sent to the AFRO-AMERICAN this week, from Tallahassee, Florida, by Governor John W. Martin.

The statement of the Governor was issued when the AFRO-AMERICAN called attention to the case of Mrs. Blanche Brookins of New York who was taken from a Pullman car at Palatka, Florida, two weeks ago and fined $500 for refusal to ride in a jim crow day coach.

The AFRO asked Governor Martin if it is a violation of the Florida state law for colored people to ride in pullman cars when they have purchased a through berth from other states to points within the state of Florida. The governor was asked if colored people, under the state law, were thus limited only to day coaches.

In his reply Governor Martin said, "Not only are white people and colored people not allowed in the same railway cars, but white persons can be fined for insisting on riding in cars for colored people the same as colored persons can be fined for insisting on riding in cars for white persons."

Under this interpretation of the Florida law, it would be impossible for colored people to secure pullman accommodations in the state of Florida legally unless they are given a whole pullman car to themselves. Railway companies so far, have refused to do this because of the enormous expense involved.

Sheriff R. J. Hancock of Putnam County told the AFRO today:

"I would not say that the laws of Florida prohibit colored people from riding in Pullman coaches, but they do prohibit the riding of both whites and colored in the same car.

In this case this colored woman was directed to thed rawing room but refused to go and stated that was, therefore there was nothing she was going to ride where she for the conductor to do but have her removed."

R. J. Hancock.

JESS SUES PULLMAN CO.

Railroad Too—Says She Was Thrown From Train in Florida.

A suit for $25,000 against the Pullman Company and the Atlantic Coast Line has been brought by Mrs. Blanche S. Brookins, a negress, here, who alleges she was forcibly thrown off a Pullman sleeper at Palatka, Fla., last July 18, forced to spend a night in jail, and fined $500 and costs for riding in a car reserved under the Florida law for whites, according to the National Association for the Advancement of Colored People.

The association announced yesterday that it had retained Arthur Garfield Hays to assist the plaintiff in her case, and that Clarence Darrow would also be associated in it. Mrs. Brookins is said to have bought a through ticket on July 17 for Pullman accommodations from New York to Orlando, Fla.

She will sue on the ground that she was a passenger in interstate commerce, not subject to the Florida law, companies, with consequent insult, mortification and injury" to the plaintiff.

Her lawyers will allege breach of contract by the railroad and Pullman

Jim Crow Car Laws - 1926

General.

Teachers Designate First Monday in March Travelers Improvement Day

8-12-'26

BY JAMES O. THOMAS

The Transportation Committee of the National Association of Teachers in Colored Schools recommend a program that was adopted by the Association in its 23rd annual session at Hot Springs, Arkansas, looking toward improving the conditions under which colored people travel through the South. The program provides for an annual transportation improvement day. The first Monday in March of each year was designated by the Teachers' Association as Travelers' Improvement Day. On this day local committees in various states will seek conferences with railroad officials as well as officers of the inter-urban and bus lines and present before them such unsatisfactory conditions confronting the colored people who travel as occasion the greatest convenience and discomfort.

Many of the roads still use the wooden cars which make the position of the colored people more hazardous on the railroad. On some trains there are no separate conveniences for the male and female passengers. It is pointed out in the recommendation that many of the railroad officials have not had their attention called to many of the conditions that so greatly embarrass and discomfort colored people.

It is also agreed that the Transportation Committee of the Teachers' Association should seek the cooperation of the transportation committees of the National Baptist Convention, the various branches of the Methodist Episcopal Church, the Negro Business League, the National Convention of Congregational Work among Colored People, the National Federation of Colored Women's Clubs, the Interracial Committee, and such other national and state organizations as may have transportation committees. Wherever possible the transportation committees of other organizations are to be stimulated to take leadership and report to the Teachers' Transportation Committee which will give such backing and cooperation that will secure the most satisfactory results.

The committee consisted of the following: Jesse O. Thomas, Chairman; A. F. Lawless, J. E. Johnson, M. W. Dugan, H. H. Dunn, W. F. P. Williams, and W. A. Robinson.

BUSINESS LEAGUE SPECIAL

The Business League Special leaves Atlanta Monday afternoon, August 16th, at five o'clock for Cleveland. Field Secretary of the National Urgan League, Jesse O. Thomas, Transportation Manager for the National Business League has arranged for a Pullman car to take the delegates from Florida, Georgia, Alabama, North Carolina, South Carolina, and Tennessee. Persons going in that direction and who desire reservations might communicate with the Transportation Manager, 193 Auburn Ave.

JOURNAL

SURVEY OF RAIL CONDITIONS

Complaint Made by National Association for Advancement Colored People.

Certain railroads are in for a hot time when the legislative committee of the National Association for the Advancement of Colored People completes a survey of the law violators and submits it to Attorney General Charles B. Griffith.

In some railway passenger cars entering Kansas from Oklahoma there are displayed the signs, "For Colored Persons," legalized in the sister state by the Jim Crow law, which provides that separate quarters shall be furnished for negro passengers. The practice of leaving the signs in place in Kansas, the association contends, is a violation of the statutes and should be stopped.

EDITORIAL

JIM CROW ABUSES

In a letter sent to the National Association for the Advancement of Colored People, a railway employee who requests that his name be withheld describes a number of the more glaring abuses practiced on Jim Crow railway cars in the South. The informant of the N. A. A. C. P. writes:

Pacific Defender 8-19-26

"The coaches which are furnished are in most cases the oldest in service, badly ventilated and filthy. These cars are known as combination cars, half given to baggage, the other half divided for the purpose of smoking and day coaches for women. These smoking compartments are more or less filled with the baggage men and train conductor, which forces the passengers to stand and smoke while train employees who are supposed to be on duty occupy these seats.

"It is also a common occurrence to find that on account of the cramped condition of the day coach, women are compelled to find seats in the smoker facing the toilet reserved for men. There are no provisions made for feeding these passengers, who are in many instances denied the use of the dining car even after the last call and all white passengers have left the car.

The names of the offending railroads will be collected and called to the attention of Attorney General Griffith.

Sen. Arthur Capper was re-elected president of the association at a meeting Wednesday evening in St. John's A. M. E. church. Other officers: Fred Roundtree, first vice president; Mrs. Emma Gaines, second vice president; Mrs. Sawyer, third vice president; Mrs. I. V. Taylor, secretary; Miss Annabel Sawyer, assistant secretary; and C. A. Whitney, treasurer. Earl Reynolds is chairman of the legislative committee, and James H. Guy, William Bradshaw, and the Rev. J. F. Ransom are members.

Jim Crow Car Laws - 1926

General

Railroad Discrimination in the South

WHILE there is pending in the Congress of the United States the Robinson bill to abolish Pullman surcharges, this is an opportune time to raise a voice of protest against the whole wicked system of discrimination which the railroads of the South practice against their colored patrons.

Southwestern Christian Advocate

Hundreds of thousands of Negroes patronize the railroads of the South, enriching these great systems by millions of dollars annually. As everywhere, these railway systems are the industrial arteries of this section. Through them thus the Negro makes an incalculable contribution to the South's well-being. So it is astonishing what meager consideration is given by these roads to the Negro's comfort or even convenience.

4-29-26

Simply because of racial prejudice, we are forced to ride on the slower trains, involving loss of much valuable time. In order to make long-distance trips, or to fill engagements, we must start earlier than is necessary, and be on the road more hours than should be required, thus encountering extra expense on the trip; also suffering extra nervous strain. Besides, the coaches are generally partitioned into three compartments, two thirds of which is given over to separate smokers for white men and colored men, with the tobacco fumes pouring easily into the third compartment in which colored women and non-tobacco-using colored men are packed as sardines in a box. These "coaches" are highly unsanitary by reason of congestion, and because of the frequent lack of separate toilets for men and women; also because of failure to sweep and dust and air them at intermediate stations. Temperature regulation at a proper degree is hardly thought of or known. Add to this, nuisances committed by the crews not infrequently, and here is a combination of circumstances intolerable if there were any possible way of escape therefrom. Often the conductor and other trainmen ride in the colored "coach" smoking, expectorating freely, with their coarseness and boorishness, swearing and telling smutty yarns in presence of colored women, girls, and small children to the chagrin and exasperation of decent passengers.

Recently conduct of this kind on part of a conductor was so flagrant on a given road in Mississippi that it was with difficulty that this writer restrained a Negro leader from challenging that conductor to a fisticuff if he did not desist from his disrespect of a colored woman passenger. The colored gentleman finally accepted our suggestion to write the general passenger agent, which he did.

The vender of trinkets and confectioneries is another nuisance that makes travel in the South irksome to Negroes. With his swaggering air, his undue familiarities toward unprotected Negro female passengers, he disgusts decent patrons. And his frequently exorbitant prices are an outrage. On a railroad in Florida we saw one sell a small toy glass pistol full of cheap colored candy balls for forty-five cents, and a five-cent package of "Zoo-Zoo" ginger snaps for twenty cents. Such licensed highway robbery should be eliminated from Southern railroad policies.

To avoid these conditions—slow trains, crowded and unsanitary coaches, and nuisances by certain trainmen—one relief would be to travel generally on Pullman cars. But Pullman facilities are limited, as far as Negroes are concerned. Now and then a Negro gets Pullman accommodations on a train in the South, but it is very seldom, and then it is gotten through some "pull" through someone who is "next" to the ticket agent. The policy in the South is to deny to Negroes the comfort of Pullman cars. To effect this, all types of subterfuges are resorted to: the "space has all been sold," or the "diagram has been sent from the ticket office to the train conductor," or you may get space "when a certain car is attached further up on the line," etc., etc., etc. One young Southern ticket seller was heard to say to a Negro applicant for a berth, "I have never sold a N—— a Pullman berth, and never intend to." Flagrant violation of the laws of the land and of the public civil franchise under which public carriers are permitted to operate.

More flagrant still is this: There are half-dozen entire trains in the South on which the Negro cannot ride at all. These are exclusive, no coach, solid Pullman, limited trains. They are the time-saving, comfort-yielding palaces on wheels. In his testimony last week before the Senate Interstate Commerce Committee, Senator Smith, of South Carolina, rightly said, "Pullman travel has become a necessity to the American people." But the senator did not mean that statement to apply to his fellow citizens of color in the South. For in the South there are 10,000,000 Negroes, American citizens, who cannot ride on these all-Pullman trains. No Negro can buy tickets for them outright at any ticket window in the South. If Negroes could ride Pullmans in the South, the $35,000,000 brought in annually to the railroads of the country through Pullman surcharges would be sweled to many more millions. Out of every hundred passengers carried by the railroads of the United States, only four use Pullman service. That is because Negroes are not permitted to use the Pullman service in the South. In some sections they dare not be seen in a Pullman car. If this restriction against the Negro because of his color were removed by the railroads and the Pullman company, larger revenues would accrue to both the railroads and the Pullman Company; besides, a grievous source of irritation and injustice to colored patrons and American citizens would be eliminated from society. Negroes have as much right as any other group to Pullman accommodation, and the Interstate Commerce Commission should see that this right is not denied or abridged.

—Look your faults squarely in the face, and you will get rid of them.

PASSING THE BUCK

DR. CROSBY'S suit against the St. Louis & San Francisco Railway in which he alleged that the railroad failed to provide him and other Negro passengers in general the same train and station privileges, has become entangled in red tape. The Interstate Commerce Commission dismissed the action last week for want of jurisdiction. The railroad declared that even if the allegations were true—that is to say, if Negroes are victims of the Jim-Crow system obtaining on interstate carriers, the commission set up to govern their practices is impotent.

Amsterdam News

5-19-26

New York

Mining

SUIT DISMISSED BY INTERSTATE FEDERAL BODY

Federal Body Says It Has No Jurisdiction Of Two-Year Jim-Crow Case

WASHINGTON, D. C., May 19.—A bitter fight, extending over a period of more than two years, was closed Friday, when the Interstate Commerce Commission dismissed for "want of jurisdiction" a case involving the refusal of Pullman accommodations to colored passengers. The case also involved the general neglect and failure of railroads to provide reasonable comforts for colored passengers.

Dr. E. Crosby, a resident of St. Louis at the time of the filing of the action, sought to recover damages to the extent of a total of $120.000 for

A Former Salesman

The physician was at that time, in medical school and working his way through in vacation time by working as a traveling salesman. He was more often "on the road" than in town and he suffered many hardships and privations as a result of the negligence of the railroads, the original bill declared. The St. Louis-San Francisco Railway is made the chief defendant in the original bill.

Dr. Crosby charges specifically that between April 10, 1922, and November 7, 1924, in addition to failure of the roads to give accommodations similar to those accorded whites, Pullman accommodations were refused him and in other ways he was subjected to unreasonable regulations in violation of the Interstate Commerce Act. The railroads maintained that even if all the charges were true, they did not constitute a ground of action.

Commission's Ruling

The commission ruled that the undue prejudice of the officials and subordinates of the railroads toward colored passengers was not shown with sufficient definiteness to warrant the entry of an order. It also pointed out that the commission had no power to award punitive of exemplary damages.

Dublin, Ga. Courier

APR 23 1926

Jim Crow Laws

About the most disgusting lot of rot that we have read in a long time was contained in newspaper reports Sunday of a speech made in Birmingham last week concerning Jim Crow laws in the south which segregate whites and blacks on trains.

One "Dr. Will W. Alexander of Atlanta" is alleged to have stated in a speech before the inter-denominational young people's conference in session there that our segregation laws are unsafe and unfair. It is reported that he stated that it was unjust for the white majority to discriminate against the negro minority and called attention to the "inconvenience experienced by negro travelers who do not have smoking cars and pullman privileges and who are forced to ride in such dangerous places as the front coaches of trains afford."

He made it a little stronger by stating that negroes were ruled against not only in matters of travel but also in education, housing conditions, in the courts, and social affairs, and said that "A country which does not protect every individual by law will ultimately become an unsafe country in which to live."

Press dispatches stated that the Said Dr. Alexander is director of the "commission on into-inter-racial co-operation," whatever that may be.

Birmingham seems to be a favorite spot for would-be saviours of the negro race to call attention to what they think is discrimination against the negroes, and we are reminded of an instance only a few years ago where a President of the United States made a speech in Birmingham concerning the black question that he no doubt wished many times had been left unmade.

We suppose the said Dr. Alexander would like for our laws to be such that when our wives, daughters and mothers have to travel by Pullman cars that it shall be perfectly in order for some negro buck to occupy the upper berth while a white lady occupies the lower, or vice versa. Well—it was stated that he is from Atlanta, and all we can suggest is that he should have felt out the attitude of Atlantians toward any such fool proposition as his before shooting off his mouth.

It isn't the negroes in the South that cause trouble—it is just such meddlers and trouble-makers as this that causes trouble. There isn't a sane intelligent negro leader in Georgia today that would want to see the Jim Crow laws changed. They know it is not only necessary that the races be seperated while traveling but that it is to the advantage of colored people themselves to be segregated, and the intelligent negro has no desire to try to change social condition that God made in the inherent difference in the white and negro races. The intelligent negro goes about his own business, in glad that the laws of the south allow him to travel with his own kind without being mixed in with white people, and he knows that instead of being unfairly treated that he is being protected. The mixing of the races only causes trouble, and the reasonable negro and white man alike does not want to invite trouble.

Practically all of the race trouble that has ever been had in the south has been caused by fool negroes and fanatics. The higher class of negros does not expect the impossible, and just such misguided warnings as emanated from Birmingham last week is what causes trouble.

Fanatics on the negro question are in about the same class with fanatics on capital punishment. Hardly an electrocution occurs at the State Farm without a lot of "sob artists" doing a lot of wailing about the "poor unfortunates" and condemning capital punishment in general, with no apparent regard for the victims of foul murderers. The only way to stop crime is to have strict laws and enforce them, and the only way for the white and black man to get along is for each to mind his own business, each stay in his own particular sphere and operate in his own social circle.

Our one remaining thought on the subject is that if this Dr. Alexander looks aghast at Georgia's "discriminating" Jim Crow laws that he might save himself this discomfort by removing himself to some Northern state where both races operates in the same social circle—We understand that there are such localities in the United States, but he won't live long enough to see this state of affairs in the Empire State of the South.

W

JUN 4 1926

Just why the L. & N. Railroad will continue to give its negro passengers a good deal better service, in the matter of alighting from their trains than they do the white patrons of the Pullmans and sleepers is a little difficult to understand. And yet that such is the case is readily recognized, by any one watching the alighting of passengers from either the east or west bound trains. In either instance the train pulls in and stops so that the negro passengers, as well as the gentlemen from the smoking car can alight on the cement platform, under the long shelter, or "butterfly" erected for the protection of the passengers, being protected alike from rain, mud and slush. On the other hand the train is stopped in such a manner that passengers from the pullman and sleepers are obliged to alight away down the track in either direction clear beyond the protection of the "butterfly" shed,several car lengths from the cement paving. Thus the passengers who have paid for additional comforts in transportation, are dumped out in the mud, dark and weather to wend their way over the cinders, greasy tracks and thru the grass and weeds, while the negro passengers are given the accomodations that are furnished supposedly for all the passengers. Of course we understand it is easier to stop the trains as is now being done, but we do not believe it is fair to the passengers who are paying additional money for better service.

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Jim Crow Car Laws - 1926 I. Georgia.

The Atlanta Terminals And the Railroads

By DR. H. R. BUTLER.

I want to pray that the Christian white churches in Atlanta, if there be such an article, and I believe there is, appoint a committee from among their best members to visit the Terminal depot and the Union station and make a personal investigation of the colored departments of those places. I should think that some, at least, of the owners of this property and some of the officers are members of some of these churches. It might be that some influence could be brought to bear upon somebody to correct this disgraceful situation here in a so-called Christian city and state.

The Terminal station is a disgrace to common decency and has been ever since it first opened. The old Union station is simply so filthy that few respectable people will go in for a seat. They stand on the outside in the cold rather than submit to the humiliation.

The Terminal station is now being remodeled and I am told that no effort is being made for the betterment of the colored patrons of the trains entering the station. Something ought to be done and something must be done. The colored Minister's Alliance composed of all denominations must take up these matters. It is their Christian duty to do so. God does not intend that they hold their peace on this matter. This is a good gospel—the gospel of justice and right; the gospel of cleanliness in person, home, depots and everywhere. Really I do not see how a white minister can preach a God given gospel in the face of all this wrong going on among their church members.

The other day Mrs. Mary McLeod Bethune, President of a school in Florida, was on her way to Tuskegee. In changing trains at the Terminal station, this is what happened. A red cap took her suit case, with a number of others; when he reached the door of the white waiting room, he went right on with all the baggage. Mrs. Bethune, paused at the door, and asked the officer to please call to the red cap to return her baggage. His reply was, "Tell him yourself;" she, of course, started to tell the young man herself and get her suit case, before reaching the boy, another officer brawled out, "Say, where are you going? Get out of here." This cultured lady had to take the insult; she would not have received such an insult in any Mohammedan village in the world. And, yet they tell us that Christianity is to conquer the world; thank God it will not be the kind in practice at the Terminal station.

Take a look into the place they call the restaurant for colored patrons. A better name would be "RUSTYRANT," for it is a dirty place and ought to be closed for the betterment of the health of the travelers. The most conspicuous things in there are stacks of dope bottles. If one goes in and orders a meal, he is ordered to pay for it before he gets it; once delivered it must be taken whether it is what is ordered or whether it suits or not. As a rule it comes up cold. It could hardly be otherwise since it must be carted from across the way; it must be brought through the cold, the dust, the flies and other filth exposed. Then this is to be eaten from dirty linen and rickety tables and under poor service. It is an awful situation we as colored patrons of railroads must suffer in this city alone, to say nothing of the entire South—it is almost hell itself.

Then step outside and attempt to enter any one of the real taxicabs, and you are told, "we don't take colored passengers." Some Christian person is responsible for these conditions, and it is up to them to correct them or hunt another religion that will better harmonize with their action, for believe me, the real CHRIST religion will not fit into the program.

Speaking of eating; at the old Union station, there is no place for colored patrons of the railroads entering there to get anything to eat at all, so far as I know of, and thus it has been for the past thirty-six years. One can hardly believe that such conditions exist anywhere in the world within a stone's throw of a half dozen white Christian churches, but it exists. Here at the Union station, colored patrons suffer the same humiliating inconveniences as to taxicab service that they encounter at the Terminal station.

UNEQUAL ACCOMMODATIONS AT RAILROAD STATIONS

The Georgia laws provide for equal accommodations on railroads and at depots and terminal stations for the races. They provide and specify separate coaches and separate waiting rooms for the races, and they specify, in the same law, that the accommodations, which mean the coaches and the rooms that the Negro and the white man use for transportation, shall be equal in accommodations and facilities and each race is required to pay the same railroad fare. The Negro's ticket reads first class fare, in common with the white man's ticket, yet he receives no such accommodation. Accommodations provided for colored people in most instances are little better than hog pens. The waiting rooms are unsanitary and badly ventilated. The cars used for transportation are filthy, inadequate and used, as a rule, as a junk room by the "Butch" and the train crew.

Atlanta is the largest city in the State and one of the most progressive in the South, with 80,000 Negro population, and the rooms for their accommodation at both the Union and the Terminal stations are little better than those provided for the accommodation of cattle by the best white people. The Terminal Station is undergoing repairs and they have the opportunity now to provide better accommodations for Negro travel. The place provided, at the Terminal Station, for the Negroes to eat their lunches is one hundred or more feet from the kitchen, and every lunch must be brought from the kitchen through the corridors and walks to the Negro dining room, where old broken chairs and tables, overalls and plunder are stacked. The place is generally filthy and indecent and unfit to eat in. The food, while being transported from the kitchen to the lunchroom, one hundred feet away, is subject to flies, insects, dust and contaminated air. Many times the waiter, who is about as uncouth and impolite as the accommodations are bad, has to push through the crowded walkways in order to get to the Negro lunchroom. The main sitting room is occupied with broken down bootblack stands and garbage cans and other paraphernalia that make the place unfit to sit or eat in. The lavatory for the Negro men in the basement is dilapidated, broken down and too unsanitary and filthy for the use of cattle. The room for the accommodation of colored women is inadequate, half furnished and in every way unfit for occupation. The entrance to the Negro waiting room is simply a side pocket—the door is rough and half broken down. The barber shop is not a decent junk room. In short, the Negro accommodations around the Terminal and the Union stations are unfit for human habitation, and how the railroads, or any other concern, could take from people their money and palm off such accommodations as the Negro is compelled to submit to and pay the same price that the white passengers pay, is a mystery to us.

Under the law we do not call for mixed waiting rooms or mixed accommodations, but we do call for equal accommodations and insist that the Georgia Public Service Commission see to it that the accommodations for Negro passengers in this State be made the equal, in comfort and ease and capacity, of that prepared for the white passengers, and that enough force be placed at the stations to keep them clean, sanitary and ventilated in the interest of the public health. The jim crow cars and jim crow waiting rooms are little less than a public nuisance that ought to be abated.

Humanity demands, the public health demands and the white man's civilization, of which he so proudly boasts, should see to it that human beings are given human accommodations and human care, when in the care of public carriers.

NEGRO LOSES SUIT AGAINST PULLMAN COMPANY

Washington, August 27.—(AP)—Recommendation that the interstate commerce commission dismiss the complaint of J. P. Haiden, negro lawyer of Chicago, who seeks $25,000 damages against the Pullman company for alleged failure to furnish him Pullman accommodations, was made today by Burton Fuller, commission examiner.

Haiden said he purchased a ticket for Chicago at Atlanta two years ago, but when he asked for a Pullman ticket was ordered away from the window.

The agent denied that he had ever refused Pullman accommodations to a negro, and the examiner held that Haiden's allegation was not sustained. He added that the Pullman company's practices in this respect "generally are not shown to be unjustly discriminatory.

A BRUTAL STREET CAR CONDUCTOR

It makes no difference how it happens, whether a street car conductor is acting in his rights, or takes the law in his hand, if a Negro is involved, white man right or wrong, the Negro gets the worst of it. On a West Fair street car Friday night, September 24, at the end of the line at Chestnut Street, near Morehouse College, the car stopped to unload. It was a one-man car in strictly a Negro settlement. [illegible] no white passengers [illegible] except the conductor. A colored woman, in leaving the car, started out the front door by which she had entered. The conductor in charge of the car, without warning, proceeded to strike her over the head, possibly with his black-jack or pistol; all of this without warning her that she could not go out of the front door. This brutal strike on the head of an innocent woman by the conductor brought the blood freely from her head. A Negro man saw the brutal attack, approached the conductor who seems to have taken to his heels and ran away, but later was overtaken by the Negro and given a good beating which he deserved.

As the Constitution gives the story, the conductor was attacked without a cause by a bunch of Negroes. One reading the story would think it was a riot, all because a white man struck an innocent Colored woman, and a Colored man resented it. The police appeared on the scene with sawed off shot guns, as if a bunch of bandits had held up a bank.

If the woman started out of the front door, it was no crime, and if it was a crime, the conductor had no right to strike her over the head, or to lay his hands on her. It makes no difference if he does carry a black-jack, pistol and a bowie knife as if he were running a car through Mexico or Russia. There are too many irresponsible understraps carrying guns and arms with the authority of the law, when in the interest of society, many of them should be in the clutches of the law themselves. In a Negro community, where there is not a white passenger on the car, why shouldn't the Negro, in the interest of time and economy, unload from every door. The Georgia Railway and Power Company needs a school to teach their employees public courtesy, good manners and good behavior, and to have their conductors and motormen understand that the Negro is a part of the public, part of the patronage and support of the Railway Company, and entitled to decent treatment. It was reported that the woman assaulted by the conductor was arrested in the hospital, but no arrest of the red-neck who knocked her in the head being reported. The Constitution was not fair enough to say that the conductor knocked the helpless woman in the head with a blunt instrument of some kind.

ATLANTA NEGROES ATTACK MOTORMEN

Attempt of Negro Woman to Leave Street Car by Front Door Starts Near Riot

ATLANTA, GA., Sept. 24.—(AP)—S. R. Collier, a motorman, was stabbed several times and he and another motorman were bruised and beaten here late tonight by a mob of negroes who attacked Collier when he refused to permit a negro woman to leave his one-man street car by the front entrance. The women, Annie Eubanks, was arrested on a charge of inciting to riot after two policemen with riot guns arrived at the scene and rescued Collier and his companion, whose name was not ascertained.

The woman is alleged to have attacked Collier when he insisted that she leave the car from the rear door in accordance with the rules of the company. A number of other negroes are alleged to have attacked Collier with knives and fists when he defended himself and when another car arrived and the motorman went to the aid of Collier, negro passengers from the second car joined in the melee.

Physicians said Collier was not seriously injured although he remained in a hospital tonight. The attacked occurred in a negro section.

SHOULD NEGROES RIDE ON ATLANTA'S STREET CARS?

Atlanta, Ga., Oct. 5, 1926.

The above may seem to be a foolish question but it is debatable and a number of leading citizens take the negative. One of the older and most prominent ministers of the city never takes a car. We have social workers and professional men who don't use the cars. My position has been that as long as servants and the working classes must use them, I would submit to it to make possible my sympathy for the most unfortunate of the race. If I can find some way for my people who rise at early morn and walk to their work and return late in the evening to escape the torture of the cars, I would never think of them. Someone suggested a walking club. I would like to add an automobile club that would take up women and children on the streets and who would give repair work to our own men. I also suggest a mass meeting for the purpose of determining what course we will take.

This article is written under the supposition that facts concerning recent trouble on the cars are written elsewhere in this paper. I have ascertained facts relative to the trouble on the West Fair line on September 24 and the trouble on the West Hunter line October 4, in which Dr. Spence and other Negroes were cruelly beaten by conductors and policemen and locked up for no cause except paying their fare and peacefully riding the car. Dr. Spence is the most harmless and most religious dentist I know. He is the only Holiness dentist I know. Although connected with Big Bethel church, he is a man who believes that God saves us from sin now and here. He lives in his Bible and practices its precepts. Yet he and his wife were driven from the car like brutes. He was kicked and beaten by a conductor, then by a policeman who arrested him and his wife with others and locked them up. This is a shame on Atlanta. Dr. Spence is not an American. It is a shame on America. What will we Atlanta Negroes do? Let us cut out jazz and foolishness long enough to come together and decide.

S. J. LINDSEY.

CONDITIONS ON STREET CARS GET MORE UNBEARABLE EVERY DAY

Street cars, like railroads are public carriers, and passengers on them are in the care of the corporation, and entitled not only to protection from violence and injury, but to courteous, gentlemanly treatment from all employees of the company. The officers of the company are not present on street cars to guarantee these rights, but their employees represent them, and they are responsible for the conduct of their employees. If a conductor or a motorman mistreats a passenger, the corporation is responsible for his conduct, both civilly and criminally, and when an employee assaults a passenger, abuses, or mistreats him in any way, the company is responsible for such conduct and ought to be held to strict accountability for redress.

We know the officers of the Georgia Railway and Power Company, the management is made up of high class men, who believe in right and decency to every passenger. The company does not stand behind rough treatment of its underlings to any passenger. The company is out for business, and wants the business of all the people. It knows no race in the collection of revenue, and it should know no race in treatment to passengers. We believe that if many of the indignities now practiced by street car conductors and motormen on Negro passengers, were reported to the company, that the men guilty of mean and brutal conduct would be summarily dismissed. Conditions have reached such a stage on some of our street car lines that it is about to force the Negroes to meet in public mass meetings, denounce the conduct of these underlings, draw up resolutions, and present them to the authorities for redress.

We fully appreciate the place of the street cars in the economy of building a greater Atlanta, and in accommodation to the people. There is no greater contributor to business and to the building up of our city than the street car system, and we know the higher officers of this company so well that we vouchsafe to say that they do not stand for conductors and motormen slapping Negro children on street cars, beating up women and peaceful passengers, because of their color, and for no other crime than disputing their word. But conditions are becoming daily more unbearable. The company is not discriminating enough in the selections of its employees. The average conductor and motorman is ignorant and brutal in their treatment to Negro passengers. They come largely from that class of poor whites who hate Negroes, because they are poor themselves, and envy a Negro whom they think is better off then they are. There are only two ways to remedy this evil that is going to give Atlanta a bad name. The corporation and the courts can correct them. Negroes are not going to always submit to brutal treatment by the rough necks, who are generally in charge of some street cars. Our criticism and protest do not apply to all the conductors and motormen. There are hundreds of them courteous, polite and considerate, and do whatever they can to make it comfortable and pleasant for every passenger they haul. But, among them are many red-necks and hill-billies who hate Negroes for no cause whatever.

Many of our policemen are too quick to listen and take the story of what the motorman and conductor may say against a Negro and support them before the Recorder's Court. Often Negroes are beaten up, in cold blood, by motormen and conductors, and largely upon the evidence of a policeman, the victim of the malice of the motorman or conductor is fined, and the man who commits the assault is turned loose to return to his car and assault another innocent passenger of color. We bring no indictment against the entire police force, for like many conductors, we have many efficient, painstaking men on the force, who are reason-

able and make arrests without assaulting any person accused of a crime. While on the other hand, there are policemen who pay no attention to what a Negro says, and are quick to beat him up, it make no difference how reliable the Negro may be, or how irresponsible the motorman or conductor may be. As a whole, our police force is worthy, but there are many among them who do not know how to arrest a law breaker without violating the law themselves. We have a Chief of Police and a Police Committee who believe in the right, and who will take a policeman to account when any charge is filed against him worthy of their consideration, and will suspend such a police officer until the truth is established. If a policeman mistreats a citizen and violates the law, he should be reported, and nine cases out of ten, the truth will be established. Independent 10-7-26

Our courts, as a rule, are honorable. Our judges are above reproach. The juries, who are the judges of the law and facts, in most cases, are fair and impartial; and there is no need of us whining because of the mistreatment we receive on street cars. Let us act like reasonable men and women, live within our rights, and if a policeman or street railway employee acts without his rights and takes the law in his hands, we have redress in the courts, civilly and criminally.

Atlanta, Georgia.

Recent occurrences on the West Fair and West Hunter Street lines ought not to obtain, and are creating a bad feeling between the races. The Negroes are not taking the law in their hands, and irresponsible street car employees must be taught, either by their employers or the courts, that they will not be permitted in Atlanta to take the law in their hands. A street car conductor has no right to lay his hands on a passenger because the passenger refuses to obey him. If a passenger violates a law of the company, that it is the duty of the conductor to enforce, the conductor has no right to assault the passenger. It is his duty to call an officer, and let the officer make charges against the passenger, give him a copy or lock him up. The street car conductor has no more right to assault the passenger than the passenger has to assault the conductor. The controller handle was not placed on the street car for the purpose of beating men and women over the head, but for the purpose of propelling and guiding the car, and keeping traffic going.

The good name of Atlanta is at stake. It will be heralded over this country to the detriment of our city, that Negroes are being assaulted, blooded and kicked from street cars by conductors and motormen, women not excepted. The relations between the races are cordial, but if street car conductors and motormen are going to be permitted to assault women, slap children and kick men off the cars, after they have paid their fares, for no other crime than disputing their words, Atlanta will be held in the public mind for such brutality the same as Georgia used to be linked with Florida and Texas in the lynching business. We love Atlanta; it is our home, in common with other people. We are not going to leave here, and we demand protection on the street cars, in the streets, and everywhere else, in common with other people. We yield to no man in loyalty and love of city and community, and we will yield our rights to none.

If the officer of the law is not permitted to administer punishment without a hearing, what right has an ordinary motorman or conductor, who has not the intelligence to differentiate between right and wrong, to inflict punishment, by kicking a passenger off the car before he has reached his destination?

A few civil prosecutions will put the corporation on its vigil to give passengers the protection they are entitled to under the law, and a few criminal prosecutions will teach the roughnecks among the street car conductors and motormen, that they are not the law, and that the law is above them, and that all passengers are entitled to humane, and courteous treatment.

Jim Crow Car Laws - 1926 — Illinois.

REFUSED BERTH HERE NEGRO CLAIMS IN SUIT

Chicago, Ill., May 19.—(AP)—A complaint of J. P. Harden, negro lawyer that he had been refused sleeping car on a Pullman car at Atlanta last July, was heard today by the interstate commerce commission.

Fred Traber, ticket agent at Atlanta, denied that Harden had applied for a berth or had been refused.

Harden claimed damages of $25,000 because he was forced to take a later train and was delayed in reaching Chicago." He asserted that it was a "well known fact that Negroes are discriminated against" by the Pullman company. Counsel for the Pullman company objected to the assertion as irrelevant.

PULLMAN CO. SAYS IT SELLS BERTHS TO ALL

I. C. C. Dismisses $25,000 Suit On Testimony Of Ticket Seller

J. P. HARDEN, CHI LAWYER, PLAINTIFF

Claimed Atlanta Agent Denied Him Berth On Account of His Race

WASHINGTON, D. C. (Special)—Dismissal by the Interstate Commerce Commission of a complaint filed by J. P. Harden, a lawyer of Chicago, Ill., alleging that the Pullman Company refused to furnish him accommodations was recommended August 27 by Commission's Examiner Burton Fuller, in a tentative report on the case.

The complainant seeks damages of $25,000 and an order from the Commission requiring the Pullman Company to cease and desist from alleged unjustly discriminatory practices against colored persons generally.

In 1923

Examiner Fuller's report states:

Shortly after 8.00 a. m. on July 7, 1923, complainant purchased a railway ticket at Atlanta entitling him to transportation to Chicago. This ticket, as well as a traveller's insurance policy was purchased from defendant's Agent Traber.

Complainant testified that at the same time he asked Traber about a Pullman ticket and was told to go to the next window, that the agent at the next window sold a Pullman ticket for the Chicago train leaving at 8.45 that morning to a white person immediately preceding complainant, but informed complainant that "we do not sell Pullman tickets to niggers down here," and in offensive and threatening language in loud tones told complainant to get away from the window.

Indiana

Complainant thereupon boarded a railway chair car on the 8.45 train and proceeded to Chicago. He further testified that while en route near Nashville, Tenn., that evening he asked the Pullman conductor if he could secure Pullman accommodations and that the conductor replied, "Not until after we reach Evansville, Ind."

Did Traber Lie?

Agent Traber testified that he is and has been ticket agent at the union station in Atlanta for the past fifteen years, that he is and has been the only ticket agent on duty there except during rush hours, that it is and has been his practice to sell Pullman tickets, where desired, to colored persons and to the same patron to whom he sells a railway ticket, and that, while he does not remember selling complainant a railway ticket except by the stump on the back of the traveler's insurance policy, which was introduced in evidence, he has never directed a patron to another window for a Pullman ticket or refused to sell such a ticket to a colored person.

Testimony of Conductor

The Pullman conductor testified that he was employed in that capacity for 12 years, during four of which he was assigned to the run between Chicago and Jacksonville, Fla., through Atlanta, that while he does not remember ever having seen complainant before the hearing, colored persons have frequently traveled in the cars under his (the conductor's) charge, that he has frequently assigned space to such persons where they board the train without a reservation and has never refused to do so where requested and such space was available, and that there was ample space on the train above referred to.

In Crosby v. St. L.-S. F. Ry Co., 112 I. C. C. 239, 242, the commission said:

Testifying generally as to furnishing Pullman accommodations to colored passengers, the general agent of the Pullman Company stated that that company makes no distinction in favor of white passengers against colored; that colored passengers are furnished accommodations whenever they request them, provided they are available.

Demand Declared Slight

"Ordinarily separate Pullman cars are not provided for colored passengers, because of the slight demand by them for such accommodations, but throughout the South they are accommodated in the same cars with the whites when traveling interstate.

Complainant offered no proof in support of his claim for damage. The Commission has no jurisdiction to award punitive or exemplary damgaes. Crosby v. St. L.-S. F. Ry. Co., supra.

The Commission should find that it is not shown that defendant refused to furnish Pullman accommodations to complainant as alleged. As defendant's practices with respect to furnishing Pullman accommodatinos to colored persons generally are not shown to be unjustly discrimnatory, no order for the future is necessary.

EDITOR BROWN IN CIVIL SUIT

Ejected From Elevator In Chicago Hotel; To Seek $25,000 Damages

Edgar G. Brown, editor of The Standard News, and widely known tennis star, is the chief plaintiff in a civil rights suit against the Bismarck Hotel of Chicago for alleged discrimination practiced by its employees. Prosecuting the case with Mr. Brown are Maj. Adam Patterson, Atty. Earl B. Dickerson and William E. Taylor, all prominent Chicagoans. Mr. Brown has declared that he will bring a $25,000 damage suit against the concern regardless of the outcome of the civil rights suit.

Mr. Brown, in an interview with an Argus reporter, stated that while on a business mission in Chicago recently, he was forceably ejected from the Bismarck Hotel, when he attempted to ride up on a front elevator. He caused the arrest of three white employees of the hotel for violation of the Illinois Civil Rights Bill. They were released on bonds of $1500. This case is to come up this Friday before Judge Howard Hayes.

DENY DISCRIMINATION MADE AGAINST NEGRO

Pullman's Failure to Sell Ticket Is Upheld.

Dismissal by the Interstate Commerce Commission of a complaint filed by J. P. Harden, negro lawyer of Chicago, Ill., alleging that the Pullman Company refused to furnish him accommodations was recommended Aug. 27 by Commission's Examiner Burton Fuller in a tentative report of the case.

The complainant seeks damages of $25,000 and an order from the commission requiring the Pullman Company to cease and desist from alleged unjustly discriminatory practices against colored persons generally.

Examiner Fuller's report states:

Shortly after 8 a.m. on July 7, 1923, complainant purchased a railway ticket at Atlanta entitling him to transportation to Chicago. This ticket, as well as a traveller's insurance policy, was purchased from defendant's agent, Traber.

Complainant testified that at the same time he asked Traber about a Pullman ticket and was told to go to the next window, that the agent at the next window sold a Pullman ticket for the Chicago train leaving at 8:45 o'clock that morning to a white person immediately preceding complainant, but informed complainant that "we do not sell Pullman tickets to niggers down here," and in offensive and threatening laguage in loud tones told complainant to get away from the window.

RIGHT TO PULLMAN SERVICE

The question as to whether colored travelers by rail are entitled to purchase tickets entitling them to passage in a parlor or sleeping car continues to arise and to invite an opinion from the Interstate Commerce Commission, although this body was created to regulate rates and prevent discriminations by the railroads rather as to freight or passengers it has striven hard to avoid rendering an opinion as to the rights of interstate passengers who are discriminated against because of their color or race.

In the latest case brought before the commission, J. P. Haiden, a Negro lawyer of Chicago, sought to recover twenty-five thousand dollars damages against the Pullman Company for the failure to furnish him Pullman accommodations two years ago. The complaint claimed that he purchased a railroad ticket to Chicago at Atlanta, but when he asked for a Pullman ticket, he was

ordered away from the window. The agent denied that he had ever refused Pullman accommodations to a Negro and the complaint was dismissed.

A more aggravated case than this was that where a woman passenger from New York was fined five hundred dollars for occupying a seat in a Pullman car down in Florida, the local judge holding that she had violated the State law by riding in a coach with white people, not being a nurse or servant. The flagrant injustice of this decision as it related to an inter-state passenger is apparent. The matter of obtaining redress for such an abuse of law and parody of justice is not so easy.

The Interstate Commerce Commission cannot be depended upon to interfere, although such action on the part of a state official is an invasion of the right of the Federal government to regulate interstate commerce. An appeal to the Federal courts seems to offer the only possible means of redress. There have been several cases of interference with and violation of the rights of interstate passengers in Florida during the past few months. The local authorities act on the presumption that State law is higher than Federal law and that colored passengers, interstate or otherwise, have no rights in matter of transportation.

This situation as it affects colored travelers in Florida and other states where ignorance and intolerance rule, is becoming so intolerable as to call for vigorous measures to correct it. It stands next to lynching and residential segregation in its effect on the material and mortal status of the race. It demands the attention of such organizations as the Association for the Advancement of Colored People and the National Equal Rights League.

Jim Crow Car Laws - 1926

Kentucky

JIM CROW LAWSUE RAILROAD TEST CASE ON IN KY. COURT

Louisville, Ky., Feb. 25.5—Two suits which may have an important effect upon the testing of the validity of the Kentucky "Jim Crow" law were filed yesterday in the Jefferson county circuit court. The plaintiffs are J. E. Smith and C. P. Hughes, both colored business men of Louisville. The defendants in the case are the Pullman Company and the Illinois Central railroad.

According to the testimony presented to the court by the plaintiffs, both purchased tickets and sleeping car accomodations for Paducah, Ky., on the Illinois Central Railroad. Both had important engagements in the southern city on the following day which involved a large amount of money and necessitated their being there in person. When they presented their tickets to the station master at the Union Depot they were only admitted to the train after much delay. In the sleeping car it is alleged that the agents of the defendants refused to accept the tickets and refused to admit the bearers to Pullman accomodations which they had reserved.

As a result of the refusal of the defendants to honor the tickets the plaintiffs were unable to arrive in Paducah in time to keep their engagement, and as a further result were both damaged to an amount in excess of $2,500. An additional amount of $1,000 is claimed by both Hughes and Smith because of the humiliation resulting from the refusal of the Pullman agents to accept the tickets. Nelson M. Willis, colored attorney, representing both plaintiffs announced his intention of fighting this case to the finish in effort to clear up the court's position on the matter of sleeping car accomodations, which are not provided for in the Jim Crow laws of the state.

ON CHARGE OF JIM CROWISM

Kentucky Men to Ask $11,000 Damages

Louisville, Ky., March 12.—G. P. Hughes and J. E. Smith, president and vice president of the Domestic Life Insurance company, filed suit in the circuit court last Friday against the I. C. Railroad company for $11,000 for discrimination.

Mr. Hughes and Mr. Smith, planning to go to Paducah, Ky., Nov. 23, 1925, on business for the Domestic Life Insurance company, bought tickets and Pullman sleeper berths. When they presented their tickets and Pullman reservations, a conductor told them they could not secure them. The men were humiliated as well as delayed from a business trip.

Suit has been filed through Attorney Nelson M. Willis for $5,500 each —$4,500 for the loss of the engagement and the business that might have accrued therefrom, and $1,000 for the humiliation.

KENTUCKY'S REAL DISGRACE

"Great oaks from little acorns grow" and so great catastrophes and fatalities often find their beginnings in little bits of things.

Good citizens; good Colored citizens and The News is one —dread the idea of race trouble in our fair city. The riots of Chicago, Atlanta and Washington were horrible and the thought that one might come to Louisville makes all good citizens. White and Colored, shudder.

If race troubles are to be avoided all of us—White and Colored have got to use some restraint, have got to recognise the fact the other fellow has some rights and to respect them.

These musings come from the observation of the treatment of Colored people, especially Colored Women, by motormen and Conductors on our street cars.

Many of these street car employees are intelligent congenial men, treating all passengers with the courtesy and respect due them. But is not unusual, indeed it is too frequent, to see some, impudent igmorant motormen or conductor insulting to Colored passengers.

We have seen motormen pass by Colored women waiting for a car without stopping and then stop at the next corner and take on a white passenger. These women have to be at work at a certain hour and it is a serious matter to pass them by when there is room to take them on.

We have seen motormen and conductors shut the doors on the heels or dresses of Colored women; snatch money out of their hands, yell at them and do scores of ingentlemanly things.

And we have seen the looks on the faces of Colored men resenting these actions. Looks that forebade no good to the street car men and that meant trouble.

We are appealing to the street car Company to correct this sit uation, to instruct their employees to treat all passengers with respect. Because some day one of them will get so far out of his place that some Colored man will thrash him—and then trouble may start. It may look like a little thing but Great Oaks From Little Acorns Grows.

Jim Crow Car Laws - 1926

Louisiana.

TRIBUNE
NEW ORLEANS, LA.
NOV 8 1926

STREET-CAR SEGREGATION

THE assault by a negro Friday night on a St. Charles belt car upon a white man who asked him to move further back that an elderly white woman might have a seat, seems wholly unjustified according to all accounts. The negro fired once, missed, and then attacked the man, causing a panic in the car. He is in jail and faces appropriate charges.

This particular assault seems without justification. But this is but one of many such disturbances occurring on the street cars. The detachable wooden signs placed on the backs of seats to separate the white and the colored sections cause the trouble. It may be impractical to fasten these divisions, to fix definitely the number of seats reserved for each race. The proportion of white and colored patrons vary on different lines, and vary on the same lines at different hours. The detachable signs are intended to adjust these variations.

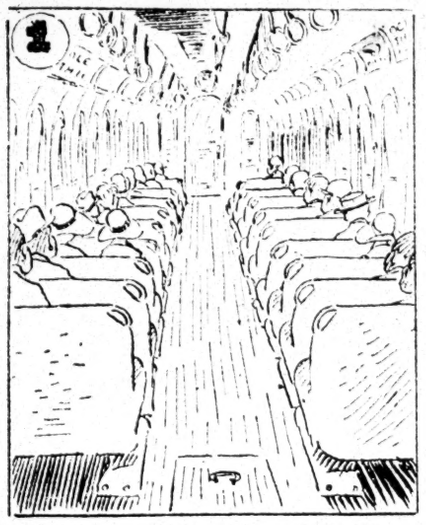
They are probably necessary but they cause much trouble and friction. Negroes may be crowded in the rear while half of the forward seats have but one occupant, or vice versa. That naturally irritates those standing. The sensible and just thing to do, under such circumstances, is for those in the half-filled part of the car to double up, shift the detachable divisions, and enable all seats to be filled.

This is the sensible, just, and tolerant thing to do. But pig-headed, trouble-hunting, or simply inconsiderate members of both races refuse to do it. Friction, ill-feeling, or actual disturbance results. The negro causing the trouble Friday night seems to have been one of this sort.

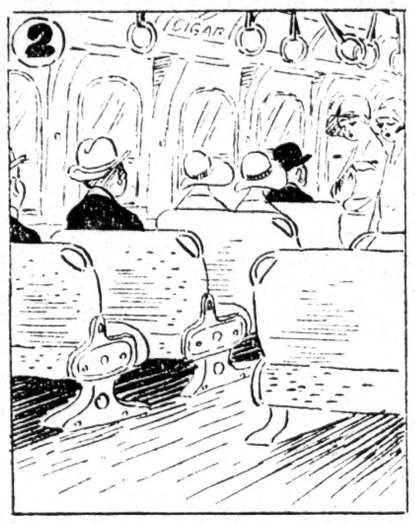
These sporadic incidents, individually, seldom are of much consequence. Their effects are cumulative, however, breeding a great deal of needless antagonism. Where the dividing line in the cars cannot be definitely or permanently established, both races should use tact, tolerance and consideration in placing it. Most of these disturbances could be and should be avoided.

Jim Crow Car Laws - 1926 Maryland.

Maryland's Jim Crow Law A Relic Of Barbarism

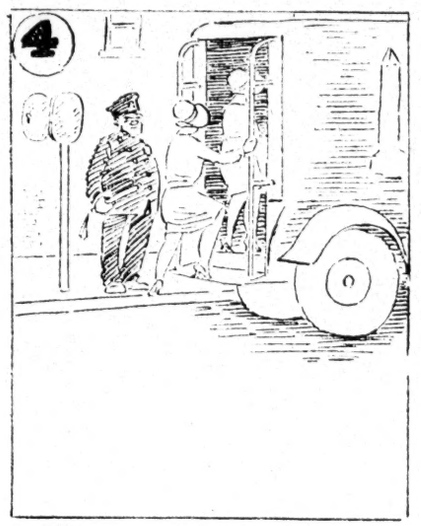


Picture 1. Miss Pearl Wells and Miss Katharine Thomas, 1610 W. Lexington street, travel from Annapolis to Baltimore on the W. B. and A. and take a vacant seat the third from the rear.



Picture 2. Further down the road two young white girls enter the car and find no seats where they can sit together. None of the white male passengers offer them a seat.

Picture 3. They consult the conductor who tells the colored girls to give up their seats to the whites ones and double up with some of the male passengers in the rear.



Picture 4. When they refuse, he says they are violating the jim crow car law, has them arrested in Baltimore and driven to the Southeastern police station in a patrol wagon.

Picture 5. Magistrate Lough at the Southeastern police station couldn't find any violation of law in the girls' actions and dismissed the case. But then they had been arrested.

GIRLS LAUGH AS CONDUCTOR CAUSED ARREST

W. B. and A. Employee Has Novel Interpretation Of Jim Crow Law

MAGISTRATE HERE DISMISSES CASE

Same Conductor Said To Have Figured In Other Similar Cases

Because they "sniggered" when he ordered them to move from their seats on a W. B. and A. train from Annapolis, William T. Barber, white conductor, caused their arrest, according to his testimony, when the train reached Baltimore Tuesday.

The girls, Misses Pearl Wells and Catherine Thompson, 1610 W. Lexington street, were dismissed in the Southwestern police station where they had been charged with refusing to obey the jim crow law of Maryland.

Had Right Seats

The trouble started, according to the stories told the AFRO-AMERICAN by the young women, when they were asked to move from the third seat from the rear to accommodate two white girls who wanted to sit together.

When they entered the coach, they say, they took the first vacant seat from the rear, as was their usual custom. When the white girls entered there were several seats in which only one white person was sitting, but none where the two white girls could sit together, the conductor ordered them in a brusk manner to get back into seats behind them. They refused, because the seats behind them had each one person in it. If any one was to double up, they said, it would be the last comers.

When they reached the city the conductor caused their arrest.

Other Cases

It was brought out at the hea ing that Barber had caused the a rest of other women in similar ca es. One of them resulted in the r cent fining of three young wome who were arrested in Annapolis.

SEN. BRUCE OPPOSES OLD LAW

WASHINGTON, D. C., Apr. 1 — (By A. N. P.) — Senator Bruce, Democrat, of Maryland, in an interview with a representative of the Associated Negro Press, declared, in his opinion, the time has come for dispensing with Jim Crow cars. Senator Bruce spoke particularly of Maryland, his home state.

"It seems to me that there has been sufficient advancement of colored people to do away with separate railway coaches. It is a matter of regret to me that we have them in our state.

"Had I been appointed a member of the inter-racial committee that would have been one of my first recommendations," said the venerable senator, who has gained a reputation in the senate and his state for an attitude of justice and fairness to all!

Continuing he said: "It would seem to me that the railroads themselves would be interested from an economic viewpoint. The system now is one of double expense. Colored people are American citizens, and have proved to be good citizens."

Senator Bruce is not a candidate, which, naturally, makes his statement carry all the more emphasis.

W. B. & A. WINS JIM-CROW CASE ON GROUNDS THAT TRAIN WAS CHARTERED

Charles H. Flagg lost his suit against the Washington, Baltimore and Annapolis Electric Railroad Company and J. G. Faircloth for $10,000 damages because he was not permitted to ride on the "Bowie Special" from Washington to Prince Georges race track, Bowie, Md., April 4, 1925, on account of his color. A jury in circuit court No. 1 late Wednesday afternoon returned a verdict for the defendants.

The suits brought by Thos. H. R. Clark and J. T. Settle, which were being tried at the same time, were withdrawn when the defense closed. Attorneys Charles H. Houston and J. T. Settle, who represent the plaintiffs in these cases, state that these suits will be brought again. They consider the latter case stronger than the Flagg case.

Threatens to Arrest

The testimony of Mr. Flagg, Mr. Clark and Mr. Settle showed that reservations were made over the telephone for space on the "Bowie special." Mr. Settle on April 4, 1925, purchased the tickets. When the three men attempted to board the train, they were not permitted to do so. Mr. Faircloth threatened to call a policeman. A refund of their money was offered them, but they declined to accept it.

Defense witnesses testified that the "Bowie special" was a chartered train run by Mr. Faircloth for members of a club and that a mistake was made in the selling of the tickets.

Chief Justice McCoy instructed the jury in order for Mr. Flagg to recover the burden of proof was upon the planitiff to show that no mistake had been made, a contract had been entered into, and, Mr. Flagg, having such a contract, was not permitted to board the train because he was a Negro.

Jim Crow Car Laws - 1926

Mississippi.

AWARD NEGRO $19,000.

Jury Gives Big Verdict Against Railroad for Personal Injuries.

MERIDIAN, Miss., April 1.—A jury in the Lauderdale County circuit court here late today returned a verdict awarding Grant Jackson, negro, $19,000 in his suit for $24,000 against the New Orleans & Northeastern Railroad Company for alleged personal injuries sustained in April, 1923, when he was employed as switchman in the local yards. Jackson sustained a broken leg and injuries to his back when an alleged defective handhold on a box car came off under his weight. On a former trial of the case, Jackson was awarded a jury verdict of $10,000, which was appealed to the state supreme court, and the higher court sent it back for a rehearing, not as to the liability of the defendant company, but as to the amount of the judgment.

The case has been hard fought for the past two days, and the jury's verdict awarding the plaintiff $9,000 more than the former jury came as a surprise. The negro was represented by Judge Marion W. Dailey, District Attorney Martin Miller and L. A. Thigpen, and the railroad by the company's local attorneys, A. S. Bozeman and Ben F. Cameron.

Jim Crow Car Laws-1926.

North Carolina.

Bus Lines Must Haul All

Raleigh, N. C.—Bus lines operating between High Point, Winston-Salme, Greensboro, have been given until May 22nd to put on busses to take care of colored passengers. eretofore only white passengers have been served.

Ugo Amiens
5-15-26
Baltimore Md.

Jim Crow Car Laws - 1926

South Carolina

COLUMBIA, S. C.

Record Re

NOV 15 1926

NEGROES CAN RIDE BUSSES ON HIGHWAYS AS WELL AS WHITES

Negroes have as much right to ride in the busses traveling over the state highways under class "A" certificates of public conveniences and necessity as have white people, and operators of busses are required to carry negro patrons when they apply for transportation as well as white passengers, according to a ruling of the motor vehicle division of the South Carolina state highway department, Nat Turner, director.

The ruling was occasioned by an application filed with the department for a class "A" certificate of public convenience and necessity to render bus service for negroes between Laurens and Columbia, which was entered with the department in October, and which was disapproved November 1 with the statement that "the department has no authority to issue a class "A" certificates of public convenience and necessity for the transportation of negroes only."

It is emphasized, however, that this statement works both ways, and that a class "A" certificate, when issued, is for the transportation of both white and colored passengers; and that the general impression that the cross-country busses are intended and available to white persons alone is distinctly erroneous.

The busses, it would seem, are public utilities, and are intended for general use by both white and colored. When issuing a class "A" certificate, it is not possible by law for the highway department to specify that the vehicles certified are designated solely for the transportation of white people or of colored people.

The department, as well as other interested parties, are anxious to have the mistaken idea that only whites can use the bus lines corrected, and have requested that the ruling of the motor vehicle division be made public.

INDEPENDENT

NOV 7 1926

THE BUS RULE.

The autocratic South Carolina Highway Commision has handed down a rule to the effect that negroes may ride in busses in this state without discrimination and share the same transportation privileges of white people.

As is well known, there is enacted into the statutes of this state one provision known as the Jim Crow law. forbidding that negroes may occupy the same coach with white people, and the railroads of this state are required to provide separate coaches for negroes. How this law can escape the attention of the State Highway Commission, it is not stated by the "official" who has handed down an opinion, which is clearly in conflict with the principle of the Jim Crow law.

Of course this ruling has some legal significance, but it is doubtful if it will hold if contested before the South Carolina Supreme Court. It certainly appears arbitrary to the statute providing separate coaches in the state, and as long as this law remains on the books the only consistent course for the Highway Commission would be a rule for separate compartments in busses.

Jim Crow Car Laws - 1926 Tennessee.

Woman Grossly Maltreated By Policeman At Instigation Of Hostile Motorman

Automobiles may have their hazards and the toll of lives the result of accidents while riding in such vehicles may be great, but certainly such can be no more thoroughly designed to jeopardize the lives of persons, especially Negroes, than the street cars operated in Knoxville by the Knoxville Power and Light Company.

The exhibition of hostility on the part of the operators of the trolleys in this city, the silent and indifferent attitude of the officials of the Knoxville Power and Light Company to such, the narrow escapes from death which local colored pople have experienced while riding on the cars, when they have been thrown from the cars, due to the carelessness and what appears to be intentional acts of the operators, at which time serious injuries have been received, the wilful passing of colored passengers as they stand at the designated stops along streets where the cars run and the calling in of policemen who join with the hostile car operators in knocking down, dragging to jail and further maltreating women of the race who use the street cars to ride to and from work has aroused a thorough indignation among the entire Negro citizenship of the city that has caused the leadership of the race to warn and urge members of the racial group to shun the street cars as much as is possible in order to preserve their lives and limbs as well as to avoid conditions that will certainly mean a serious clash of the races in the event such a condition continues to prevail.

SUGGEST FORMING BUS COMPANY

The officials of the Power and Light Company seem to completely ignore the fact that the Negroes go to form a large number of their partons due to their inabality to own automobiles because of the race's small means. Hundreds of men and women, boys and girls of the Negro race, of necessity must use the street cars two or three times each day and are forced to pay the increased fares that have recently been imposed on the public by the street car company. Yet, the facts in connection with the experiences of many of the members of the racial group in recent months seem to indicate that the patronage of the Negroes is not wanted and just as mean, brutal and hostile treatment as is possible is exhibited by the employees of the company toward the members of the race with a view of discouraging patronage of the lines.

A group of colored leaders held a meeting this week at which time the condition was discussed and plans for launching bus lines to operate thru the thickly populated districts of colored people with a view of eliminating the necessity of using the street car lines. The idea was advanced that Negro leaders of Chattanooga and other cities throughout the south where just such a hostile and indifferent attitude to the welfare of their colored patrons by the employees and officials of the street railway companies, has been exhibited, established bus lines that are paying the promoters well and the companies have felt the loss of patronage keenly which resulted in more recognition being accorded those who of necessity must use their lines.

WOMAN PULLED FROM CAR AND MISTREATED

The most recent exhibition of hostility on the part of street car operators toward the colored race was the treatment accorded Mrs. Fannie Lane on last Monday morning by an operator of the Lyons View car.

"The situation as prevails relative to the enforcement of the jim-crow law here is very obnoxious and confusing and my reason for holding the defendant in this case to court is to allow her the opportunity of making a test of the same," were the words of Judge R. P. Williams, in disposing of the case against Mrs. Fannie Lane, 509 Saunders Street, who was haled into court at the instigation of an operator for the Knoxville Power and Light Company, on the charges of violating the "jim-crow" law and disorderly conduct.

The charge of disorderly conduct against Mrs. Lane, was dismissed by Judge Williams, when he also took occasion to criticize the action of policemen in heaping charges on persons placed under arrest by procuring warrants for disorderly conduct and the like.

"It's something of recent years that policemen will procure a multiplicity of warrants for persons whom they attempt to arrest. In former years, when a policeman was called to make an arrest, he simply brought the prisoner into custody and there was not all the hereafter about it in the form of disorderly conduct charges."

Mrs. Lane was represented before Judge Williams by W. L. Porter and in his plea for a dismissal of the charges he outlined a need for protection to be accorded the hard working women and men who are forced to ride the street cars.

"This woman makes her living honestly, by toiling in the kitchen from morning 'til night," Mr. Porter declared. "She is not of that type who sells liquor or operates a disorderly house, but was enroute to her honest toil, early in the morning, when she was mistreated, abused and humiliated, and we ask that the courts offer the proper protection for these people by dismissing these groundless charges."

The proof showed that Mrs. Lane was a passenger on a Lyons View car at 7:30 o'clock Monday morning. The car was filled for the most part by colored passengers enroute to work at homes of west Knoxville white families. The woman told on the witness stand that the operator was very hostile in ordering her to move back and had no seat vacant that she might take if she had moved. He stopped the car and telephoned for police reserve car and upon the arrival of Reserve Officers Grady and Swanner, she states that Officer Grady handled her roughly, tearing her coat and slapping her as he pulled her from the car to the automobile.

PROMINENT WOMAN ABUSED

A representative of The East Tennessee News was walking along Gay Street several days ago. His attention as well as the attention of hundreds of others who were passing was attracted by a street car stopping in the middle of the block and the husky operator yelling "Git on Back! Git on Back!! I"ll have yer locked up, in a minit." Those who stepped into the street near enough to see the cause of the excitement discovered that a prominent colored woman was the one against whom the tirade of abuse and threats was being directed and she was the only colored passenger on the car. When the motorman saw the crowd assembling he hurriedly closed the door and started the car in a hurry.

WOMAN THROWN FROM CAR AND LEFT IN ROAD

Just last Tuesday night Mrs. D. A. Broyles, 240 University Avenue, well known and popular in club circles, boarded a Highland Avenue car at Laurel and Third Streets. She had hardly placed her foot on the car step before the operator started the car, the door still open. When the car made a sudden luren around a sharp curve on Clinch Street Mrs. Broyles was thrown to the hard surface street and knocked unconscious. Two young white men who happened to be passing picked her up, placed her in an automobile and rushed her to the Fort Saunders Hospital where her injuries were dressed.

SPEED PAST COLORED PEOPLE

Residents of the Church Street section complain often of the cars speeding past them leaving them standing at the regular stops and such is done in an apparent wilful and deliberate manner.

Complaints which have been registered with the Power Light officials have failed to bring about any improvement in the attitude toward the colored group, whatsoever.

—1906-1926—

Napier Decries R. R. Discrimination

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Nashville, Tenn., Feb. 2.—(By A. N. P.)—Speaking before the annual convention of the Inter-racial Commission of Tennessee, in session here, J. C. Napier, a prominent attorney and banker, decried the discrimination shown against Negroes by the railroads throughout the state, pointing out that one train, namely the Pan-American, ran out of Nashville on which a Negro could not ride, due to the fact that he could not purchase a ticket. Mr. Napier further suggested that a committee be appointed to wait on the railroad commission to ascertain whether the matter of discrimination could be remedied at least to the extent of requiring the railroads to furnish such accommodations on their lines to colored people as are guaranteed by the laws of the state. The Pan-American, Mr. Napier pointed out, was operated by the Louisville and Nashville Railroad and was solid Pullman.

NAPIER DECRIES RAILROAD DISCRIMINATION

Nashville, Tenn., Feb. 6—(A. N. P.)—Speaking before the annual convention of the Inter-racial Commission of Tennessee, in session here, J. C. Napier, a prominent attorney and banker, decried the discrimination shown against Negroes by the railroads throughout the state, pointing out that one train, namely the Pan-American, ran out of Nashville on which a Negro could not ride, due to the fact that he could not purchase a ticket. Mr. Napier further suggested that a committee be appointed to wait on the railroad commission to ascertain whether the matter of discrimination could be remedied at least to the extent of requiring the railroads to furnish such accommodations on their lines to colored people as are guaranteed by the laws of the state. The Pan-American, Mr. Napier pointed out was operated by the Louisville and Nashville Railroad and was solid Pullman.

NAPIER DECRIES RAILROAD FARE ACCORDED RACE

(By the Associated Negro Press)

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ARREST NEGRO WOMAN FOR VIOLATING THE JIM CROW LAW IN MEMPHIS

(Special to The Daily Worker)

MEMPHIS, Tenn., June 30—Mrs. Blanche Cothran, 21, Negro, was arrested when she refused to move her child whom she had seated beside two white children in a crowded street car. She was arrested on a charge of violating the infamous "Jim Crow" law.

Texas.

Jim Crow Car Laws- 1926

SOME DISTASTEFUL DIXIE PRACTICES.

When the editor of The Informer, accompanied by his eldest son, was boarding a train at St. Louis for Houston a few years ago, the youth asked his sire why it was that we could not ride in a Pullman, just like we had done in Missouri, Illinois and Ohio.

It was a stinging and painful interrogation and we experienced difficulty in giving him an answer that would satisfy him and appease our conscience at the same time.

Not a native or product of the North, yet that section is better to and more considerate of him and his race than the section whose soil gave him birth, as well as millions of his race.

When one encounters and endures the accommodations and conveniences (we mean the lack of them) for the colored traveling public on the common carriers of the South, except in rare instances on some of these crack intersectional trains, he immediately becomes disgusted and exasperated with Southern traditions, customs and conditions, especially as they relate to and are practiced upon the colored inhabitants and citizens of this section and clime.

The most intelligent, thrifty, wealthy and law-abiding colored man in the South, with his pockets bulging with coin of the realm and highly regarded by both races in his community and section, must ride in the dirty and dingy day coaches of the railroads through the South, and even if he is ill or some female member of his family is ill, he or she must either ride in the day coach both day and night in "Bam," or on a cart in a baggage car.

In numerous instances both sexes must employ the same toilet, and all must cramp up on seats and try as best they can to snatch a few moments of repose; yet these jim-crowed American citizens of color are forced to pay the same railroad fare as those of other races enjoying first-class accommodations.

Not only are the accommodations on the Southern railroads, in most instances, bad, shocking and well-nigh inhuman, but these colored passengers are forced to ride day and night, often, without a bite to eat, unless they have prepared a lunch before entraining or purchase some wares from the train vender.

We even understand that the practice of colored passengers eating in diners on some of the Southern railroads after all the white passengers have eaten, has been abolished and that these race passengers are not even given the considration given cattle on the freight trains of the South.

Even cattle on these freight trains must be permitted to leave their cars and relax; must be fed and given water while in transit and they get far more consideration, thoug they are dumb animals than do our people—human beings—who pay the same fare as other races.

Little wonder, then, is it when our people show such anxiety to leave the South and migrate to those sections of the country where they can at least be treated as human beings on the railroad trains and enjoy any class of service that money can buy.

Furthermore, all this opposition and hostility on the part of our Southern white people to riding in cars and coaches with colored people is founded on hyprocrisy and moral cowardice—in catering to sectional prejudices, passions and antipathies.

The vast majority of the Southern whites, who raise the loudest yell and emit the most vociferous objection to colored people enjoying first-class railroad accommodation in the South, will ride in the same chair car, smoker, diner or Pullman with these black people after crossing the mythical and allegorical Mason and Dixon line, and seem to think nothing about it.

Returning from the West, North or East, these same white passengers will ride for days and nights with these colored passengers in sleepers, parlor cars, observation cars, chair cars, day coaches and smokers; but even when the train approaches the imaginary line dividing the two sections, these white passengers begin to assume a hostile attitude towards these same colored passengers and would employ and invoke mob violence were these colored passengers to insist upon occupying their seats and berths in these coaches and Pullmans.

However, this objection and opposition is never voiced nor raised where colored servants and employees of white people are occupying these seats and enjoying these comforts, which presents a strange, odd and novel twist to this traditional and racial situation.

Wherever a colored man can afford to travel as an American citizen and not as a lackey or servant to Boss George, the white passengers will raise unadulterated hades before they would consent to ride in the same cars and coaches with these first-class colored passengers; and they will not permit such, resorting to all means, fair and foul, to prevent colored passengers traveling on the trains in the South as regular American citizens and enjoying the class of service to which their ticket rightfully entitles them.

Only when the colored race has mass movements to grand lodges and conventions, where special cars and coaches are provided, or special trains operated, can the colored man get anything like decent and respectable accommodations on the Southern railroads; yet there is no reduced rates given these jim-crowed people for the 'steenth class of service accorded them on these public carriers in Dixie.

We can not understand the consistency of these white people, who claim that they object to and resent the practice of colored passengers riding in the same cars and coaches with them, and yet they raise no howl and enter no protest against colored servants and employees riding, eating and sleeping in the same cars, coaches and sleepers with them.

If they raise their objection on the grounds of cleanliness, culture and refinement on the part of colored passengers (setting up the argument that our people are lacking in these finer qualities and are not worthy of such conveniences and accommodations), what can they say in defense of other races, in rags, filth, dirt, grease and raising a stench to high heaven with their divers and sundry scents and odors, who travel in cars and coaches reserved for and employed by whites in the South?

The Informer is not contending for what our white folks are prone to call "social equality," but this paper is contending that the man who pays the same fare as another man, should enjoy the same class and calibre of accommodations and service as the other man, whether in the same car or a separate compartment or coach.

As for the separateness of the races in the South, the various state legislatures have enacted laws that purport to deal with and handle this situation; but the other part of that law, which states that accommodations for the two races in Dixie MUST BE SEPARATE BUT EQUAL, is in a state of innocuous desuetude, and it appears that both our legislatures and railroad officials are ignorant of the fact that this law also has an EQUALITY clause.

They are insistent upon enforcing and observing the **separateness** of the jim-crow statute, but they close their eyes and bury their heads in the sand whenever the **equality** clause of this same law is projected into the equation and discussion.

Perhaps it will not be a bad idea for colored citizens to get into the employ of some white person or family, whenever they desire to get first-class accommodations on the Southern railroads; for once our people get in the servant category, the lowest member of our race can enjoy a type of service and species of accommodations, right in the heart of "Bam," that the most intelligent, wealthy and cultured black man can not even hope to enjoy.

These poor, rotten, deplorable and damnable accommodations for colored passengers on most of the Southern railroads constitute one of the most distasteful practices of our section; yet we can hope for little relief and redress from this and other evils, ills, injustices and inequalities until our people come into a realization that certain inalienable and constitutional rights and prerogatives can be secured and maintained through legal tribunals, even if it becomes necessary to carry such cases to the highest court in this American commonwealth.

Since our white people religiously see to it that we obey the **separateness** of the jim-crow railroad laws of the South, it does appear to The Informer that we should see that our white people obey the **equality** provision of the same law; and, since they put

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Only when the colored race has mass movements to grand lodges and conventions, where special cars and coaches are provided, or special trains operated, can the colored man get anything like decent and respectable accommodations on the Southern railroads; yet there is no reduced rates given these jim-crowed people for the 'steenth class of service accorded them on these public carriers in Dixie.

We can not understand the consistency of these white people, who claim that they object to and resent the practice of colored passengers riding in the same cars and coaches with them, and yet they raise no howl and enter no protest against colored servants and employees riding, eating and sleeping in the same cars, coaches and sleepers with them.

If they raise their objection on the grounds of cleanliness, culture and refinement on the part of colored passengers (setting up the argument that our people are lacking in these finer qualities and are not worthy of such conveniences and accommodations), what can they say in defense of other races, in rags, filth, dirt, grease and raising a stench to high heaven with their divers and sundry scents and odors, who travel in cars and coaches reserved for and employed by whites in the South?

The Informer is not contending for what our white folks are prone to call "social equality," but this paper is contending that the man who pays the same fare as another man, should enjoy the same class and calibre of accommodations and service as the other man, whether in the same car or a separate compartment or coach.

As for the separateness of the races in the South, the various state legislatures have enacted laws that purport to deal with and handle this situation; but the other part of that law, which states that accommodations for the two races in Dixie MUST BE SEPARATE BUT EQUAL, is in a state of innocuous desuetude, and it appears that both our legislatures and railroad officials are ignorant of the fact that this law also has an EQUALITY clause.

They are insistent upon enforcing and observing the **separateness** of the jim-crow statute, but they close their eyes and bury their heads in the sand whenever the **equality** clause of this same law is projected into the equation and discussion.

Perhaps it will not be a bad idea for colored citizens to get into the employ of some white person or family, whenever they desire to get first-class accommodations on the Southern railroads; for once our people get in the servant category, the lowest member of the court in this American commonwealth.

Since our white people religiously see to it that we obey the **separateness** of the jim-crow railroad laws of the South, it does appear to The Informer that we should see that our white people obey the **equality** provision of the same law; and, since they put

it on the statute book, they should be perfectly willing to abide by their own law, and see that all men, even the railroad officials, obey it, both in spirit and the letter.

Living conditions in colored residential sections in most Southern cities and towns are indescribably deplorable, and this condition has tended to accelerate the hegira of our people to other climes and sections.

You can talk about the blood of Jesus Christ and His propitiatory death upon Golgotha's rugged heights; you can preach Christianity and talk Americanism until Shiloh comes; you can organize commissions on interracial goodwill and co-operation until they are as numerous as the sand on the seashore; you can "point with pride" to this and "view with alarm" that—but until the Southern white man is not only willing to, but accords the colored man his just rights, (such as decent living conditions, good streets, electric lights, fair and impartial trials in the courts, first-class railroad accommodations, the exercise of the ballot and the full enjoyment of all his constitutional and sacred warranties and guarantees), the colored man is going to have very little faith in the Southern white man's sense of fairness, goodwill and his peculiar brand of religion.

The white South is driving its most potential factor not only from its firesides, fields and factories, but its hostile, unfair and unreasonable attitude towards the colored race is kindling a flame in the hearts of numerous of these black people that bodes ill for our common section and common country.

We must leave the realm of theory and speculation and get down to the real facts and issues in this matter, for "nothing is settled until it is settled right."

The black man heartily concurs with the pronouncement of the late Theodore Roosevelt that "any man who is good enough to shed his blood for his country, is good enough to be given a square deal afterwards. No man is entitled to more and no man should receive less."

PICKENS RIDES "JIM CROW" IN TEXAS

Couldn't Buy Meals On Diner, But Got One Dinner Free

TAKES 48 HOURS TO RIDE ACROSS STATE

Negroes Vote In San Antonio—Whites Turn Dark In El Paso

By WILLIAM PICKENS

EL PASO, TEXAS—When you go to New Orleans, meet Dr. Geo. W. Lucas, of the N. A. A. C. P., and Supreme Chancellor Green, of the K. of P.,—or else you might as well not go to New Orleans.

They are the types of what is worth while in New Orleans, so far as its colored people go. There are many fine colored poeple in New Orleans. Some few of them, fine people too, are being misled into a marsh bye the deceitful mirage called: "The white folks treat me personally all right, so why should I kick." One needs not argue with such a deluded one; just tell him to "wait and see." He will see soon enough.

Free Dinner

On one long Jim Crow ride in this section, I sent for the waiter to see about getting food. He recognized me against my wishes,—and took me back to the diner and I ordered a big dinner,—and when I went to pay, he absolutely refused to accept it, not even a tip. That is the "south" in a nutshell. In the north no dining car waiter could get away with giving away free about $2.50 worth of company's victuals. In the north I have usually no difficulty whatever in being politely served in a diner,—but only in the south does the free-and-easy relationship of the colored servants who happen to be liked, permit them to do as they please with the "boss's" foodstuffs.

Sheer Courage

Of course, the biggest bunch of courage in all Texas is a black man, RICHARDSON, editor of the plain-spoken "Houston Informer." He is so "dangerous" that some of his other black bretheren are afraid even to let the Houston whites see them walking along the streets with Richardson; when Richardson is going in this direction his colored friends usually find that they have business in the opposite direction.

And yet, as proof that a man who insists upon his manhood usually wins more real respect from the enemy than does the crawler, when the whites wanted a 1926 Negro head for the Negro end of the "community chest drive" and wanted to throw into some quicksand bog, whom the Ku Klux had planned they selected Richardson,— the man to be sure where all the money went, or to decoy into some doctor's office and have cut into little pieces and carried by various members of the Klux committee into various parts of Houston's environs and buried.

There are also men like DeWalt, of the N. A. A. C. P., and Prof Smith of the public schools who are on the "interracial committee," and therefore the "interracial committee" is good for something in Houston. In the famous "Collins" case, these black men on the committee manoeuvered to have two prominent white members to "attend" the Collins trial. These two big business men were so completely convinced by their own eyes and ears of the innocence of Collins that they decided to go on his bond. The rest was easy, as sentiment goes in the south,—"why' two of the biggest white men in totwn don't believe that Negro raped that white woman."

Texas Is Hell

And yet, Texas is hell. Old "Bill" Sherman said, you know: "If I owned both hell and Texas, I would rent out Texas." And when Texas was under military control right after Civil War, one of the subordinate officers, who did not like the part of Texas to which he was assigned wrote General Sherman: "This place is too hot to live in, and has no water and no good society."— "Well," said Sherman, "if that isn't the most exact description of hell."

They won't sell a colored man a sleeping car or parlor accommodations in Texas, unless he bribes the porter, the Pullman conductor, and the train conductor. If the train conductor is not in on it, he will "write up" to Pullman conductor for violating "the law," which is no law, of course, but only the bullying of colored people out of their lawful rights. And even after you get the accommodation, you are likely to have to kill or be killed,—or in Texas I should say kill AND be killed —for there is no presumption in favor of a Negro who kills a white in self-defense in Texas.

San Tone

And yet in the heart of lower Texas is San Antonio, or "San-Tone," as the natives say, one of the best towns for colored people in all the south. Colored men there vote strongly in BOTH PARTIES That ought to awaken some thought even in the head of a Republican slave like Perry Howard. In fact the Texas whites in other parts complain that one Negro politician is really the biggest single personal influence behind the scenes of government in that city. The colored people there boast they they are the fifth Negro city of he country in property holdings, the only 10,000 or so in numbers. Negroes run away from worse sections to San Antonia.

I saw the girls of a family that had recently run away from peonage in Louisiana, and are now being protected by San Antonio Negroes.—And yet, even here the big MONSTER of southern prejudice threatens and occasionally tears. There is one section of San Antonio where 80% of the neighborhood is colored, and yet the Negro hating part of the 20% (not the 20%, but the prejudiced fraction of it) have had the 80% excluded from the park in that section,—because some few of the children of the white minority did not get along with some of the children of the black majority. It is the Negro that must pay.

There are growing discriminations in other public places; when the proud committee drives you thru the "zoo" park and points out: "Those burres there are bought and maintained by the Rotary Club of San Tone to ride the children and the children ride free,—— then you knowingly ask: "Negro children also?"—the humiliating reply: "Only the white children, of course." And yet, as we all know, these Rotary Clubbers club their money out of white and black alike everywhere.

El Paso

And now El Paso. It is in the far western extremity of Texas. It takes 48 hours to ride from east to west in Texas, more than to go from Boston to Washington and back. El Paso is a mixture of Mexico and Texas. Even the "whites" are brownish. It is environment that creates the varieties of man: a tawny skin is the norm here. Irrigation is the only hope of vegetation here: the Rio Grande is the life-source of the place,—the Nile of this valley. In primitive superstition such a river would be venerated as a great god. Right over the river is Mexico, Juarez and an alien civilization. They have bull fights over there, but never any lynchings. And today they have Jack Dempsey, the Champion American Heavy Weight Dodger. The bulls of Juareb are better sports; they have not dodged a fight with any opponent.

Primary Case

There are less than 2,000 El Paso Negroes, but that they have GRIT is sufficiently attested by the fact that they have sared one of he most sginificant court battles of our history,—"The Nixon Case" against "White Primaries." If they win, they will set the Negro along 100 years in progress.

Jim Crow Car Laws – 1926

Virginia.

DID NOT APPROVE ENTIRE BUS PLAN

Colored Citizens Deny They Gave Assent To Rule That Would Restrict Them To Two Routes.

Newspaper reports following a conference Monday morning between City Manager Truxtun and a number of colored citizens on the bus situation were misleading, according to a statement printed below and signed by the eight men who were invited to the conference. Particular exception is taken to the statement by City Manager Truxtun that in putting the unified plan in operation careful consideration was given to the desire of the colored people to have their lines operated for their exclusive use and by colored drivers, and the white people to have their line reserved for white passengers." The implication in this statement, the men declare, commits them to a principle which they do not approve, and which they objected to in the conference with the City Manager.

The statement follows:

"With reference to the conference of the undersigned with the City Manager on the bus question, the statement by Mr. Truxtun as given to the public, unfortunately carries the implication that we gave our approval to his proposal that in the operation of the unified transportation system colored patrons be confined solely to the use of routes six and ten. Particularly do we wish to direct attention to the City Manager's statement that "careful consideration was given to the desire of the colored people to have their lines operated for their exclusive use and by colored drivers and the white people to have their lines reserved for white passengers." If Mr. Truxtun arrived at such a conclusion during the discussion of the subject with us he gained an entire misconception of our attitude in the matter and of the needs of approximately forty per cent of the patrons of the unified transportation system.

"it is true that during the discussion leading up to the adoption of the ordinance by Council the Colored Bus Association used every means at its command to preserve its entity as a transportation unit. Naturally representations were made that the colored bus owners desired to continue ownership and operation of their properties as independents. It was from these representations doubtless that Mr. Truxtun gathered the impressions to which he gave expression in his statement to the public. The undersigned believed then as now in the justice of the bus owners' plea as an economic principle, but their plea was rejected, and in the adoption of the unified transportation ordinance the whole transit system is materially changed, both in geographical and legal aspects. If a rule based upon the City Manager's public statement were to be enforced it is patent that there would be times when colored citizens would be deprived altogether from using a public utility. The question of the intermingling of the races did not enter into our objections, as there is existing law to cover that question, the same statute that applies to the separation of the races in street cars being efficient in the matter of other common carriers. We do not see the justice, therefore, of virtually closing common carriers on certain public thoroughfares to colored citizens when no other means of transportation are available.

"Respectfully,
"E. S. PETERS,
"J. C. BROOKS,
"J. A. HANDY,
"A. J. STRONG,
"P. B. YOUNG,
"W. L. DAVIS,
"E. P. SOUTHALL,
"J. EUGENE DIGGS."

VEP PROMISES IMPROVED BUS SERVICE SOON

Letters And Personal Interview Draws From Traction Official Assurance That Situation Will Be Remedied.

NEW EQUIPMENT HAS BEEN ORDERED

Improved bus service for the colored sections of the city is expected to be inaugurated in a few days, according to assurances given a committee of prominent women, three white and one colored, representing the Y. W. C. A. in this city, by Mr. Frank McLaughlin, general manager of the Virginia Electric and Power Company, who was interviewed of the subject Tuesday morning by these women on behalf of the Phyllis Wheatley Branch "Y" and the colored public. The interview was a follow-up of a letter addressed to Mr. McLaughlin some days ago by Mrs. Mabel Young, chairman of the employment committee and Mrs. Flossie B. Dungee, chairman of the publicity committee of the Phyllis Wheatley Y. W. C. A., outlining the kind of bus service that is being offered the colored residents and asking that the situation be speedily remedied.

Members of Committee

The members of the committee interviewing the company official were Mrs. W. D. Pender, of Stockley Gardens, chairman of the colored work committee of the Y. W. C. A.; Mrs. A. O. Calcott, vice chairman; Miss Clara Nolan, general secretary of the Central "Y" and Mrs. M. B. Hucles, secretary at the Phyllis Wheatley Branch. This committee was most cordially received by Mr. McLaughlin, who gave them every assurance that his company was aware of the situation as pertains to the bus service the colored residents of the city are receiving and that every reasonable effort is being made by the company to improve it. Mr. McLaughlin told his interviewers that considerable new equipment had been ordered and was expected in a few days, and when it arrives first consideration will be given to improving the service on the colored routes. He said that when the traction company took over the equipment of the independent busmen under the unified transportation ordinance, practically none of it was found serviceable but had to be used in the emergency. The company now is making efforts to replace this equipment with new busses, he said, but in this direction it is necessary to proceed with due caution to capital expenditures so as not to make an increase in fare imperative.

The ladies who interviewed Mr. McLaughlin showed a deep and sincere interest in the transportation problems as concern the colored citizens of this city, and were outspoken in their opinion that it should be quickly remedied.

The Letter

The letter addressed to Mr. McLaughlin is as follows:

"Va. Electric Power Co.,
Norfolk, Virginia.

"Gentlemen:

"We wish to call your attention to the transportation conditions in the Negro Sections of Norfolk and to request that you try and alleviate them as far as possible.

"First, we wish to call your attention to (a) the condition of the greater number of these carriers. They are in an extremely poor condition, the springs on some of them protrude to such an extent that it is a risk to sit on them. Most of them break down regularly and passengers have to complete the trip on foot often after having ridden only a few blocks. (b) A large number of them are not equipped with bells. This necessitates shouting to the driver whenever a passenger wishes to alight, and as the majority of persons begin calling a block ahead this gives rise to endless confusion to the driver and loss of time to the public. They are not only in a poor condition and poorly equipped but (c) are too small for the large amount of traffic. Frequently, a jitney whose capacity is 26 will have forty or more passengers. Every seat will be filled, all standing room taken and then passengers will be seated on the laps of other passengers. It is needless to call your attention to the danger such over-crowding may result in. As the entire jitney load is complaining to, questioning and abusing the driver it would not be at all surprising for him to become confused or angry and to lose control of his car.

"Next, we wish to call your attention to the schedule. (d). Negro jitneys formerly ran on an eight-minute schedule and made money for their owners. Now one frequently waits forty minutes before one appears only to ride a few squares and have that break down. If a Douglass Park jitney is not in sight, a resident of that section can walk to the Church street car line before one arrives. Arriving there, if one is planning attending one of the Negro churches on Bute, Queen or Bank streets or vicinity, you have about completed half your trip. You resent having to pay 7 cents, a forty per cent increase in fare and having then to walk half of the way to your destination, you are late already so you decide to complete the journey on foot. Many knowing of this delay will call a taxi It is a common sight to see Black and Whites, Red Tops, Manhattans, etc., carrying women and children to Church. On week days they pass filled with workmen. They cannot pack or squeeze into the jitneys provided, they are hungry and must stand on the corners exposed to rain, heat or cold. rather than do this a group living in the same direction will call a taxi. If the records of these taxi companies are available we know that they will show a large increase in their Negro patronage since the change in the operation of the jitneys.

"Last, (e) we wish to request that your company use every care in the selection of your drivers. Some time ago the local papers carried an account of a driver placed by your company in charge of a Negro jitney whose name was unknown and who had been picked up from a job of painting at one of your quarters. This painting job he had dropped in and begged for. Hundreds of unescorted Negro girls and women must use these jitneys at all hours of the night and morning going to and returning from work, society or church. To place an unknown male in charge of a jitney leaves them and their purses at the mercy of a person who may be thoroughly irresponsible. In regard to this same matter, if it could be possible for your company to increase the pay of the Negro drivers, we feel that you could employ a better type of driver than some that have been in your employ. It has been within the experience of members of these committees to have to threaten to report a driver for playing with women passengers; failing to collect their fares; stopping along the route collecting edibles, having no visible fare-box. Such an unbusinesslike procedure causes the public to wonder how the jitneys can be expected to show proper returns.

"We know that the Negro lines paid well when they were run on an 8-minute schedule and were of a much better type than the present ones. Considering this we ask you to place larger and better equipped jitneys on the Negro routes, to shorten the schedule, and to consider the matter of securing more highly paid and efficient drivers in order that the public and your company may receive improved service. May we hear from you in regard to these suggestions?

"MABEL A. YOUNG, chairman Employment Committee.

"FLOSSIE B. DUNGEE, chairman Publicity Committee, Y. W. C. A."